GENERAL PLAN

Sausalito, California

DECEMBER 1970

GENERAL PLAN FOR SAUSALITO

Approved by the City Planning Commission — September 9, 1970
by Resolution 1970-32

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by Resolution No. 2200

This plan is based on the Proposed Revised General Plan dated July, 1970, prepared by William Spangle & Associates.

City planning Sausalito

CITY OF SAUSALITO, CALIFORNIA — DECEMBER, 1970

Sausalito. City council,

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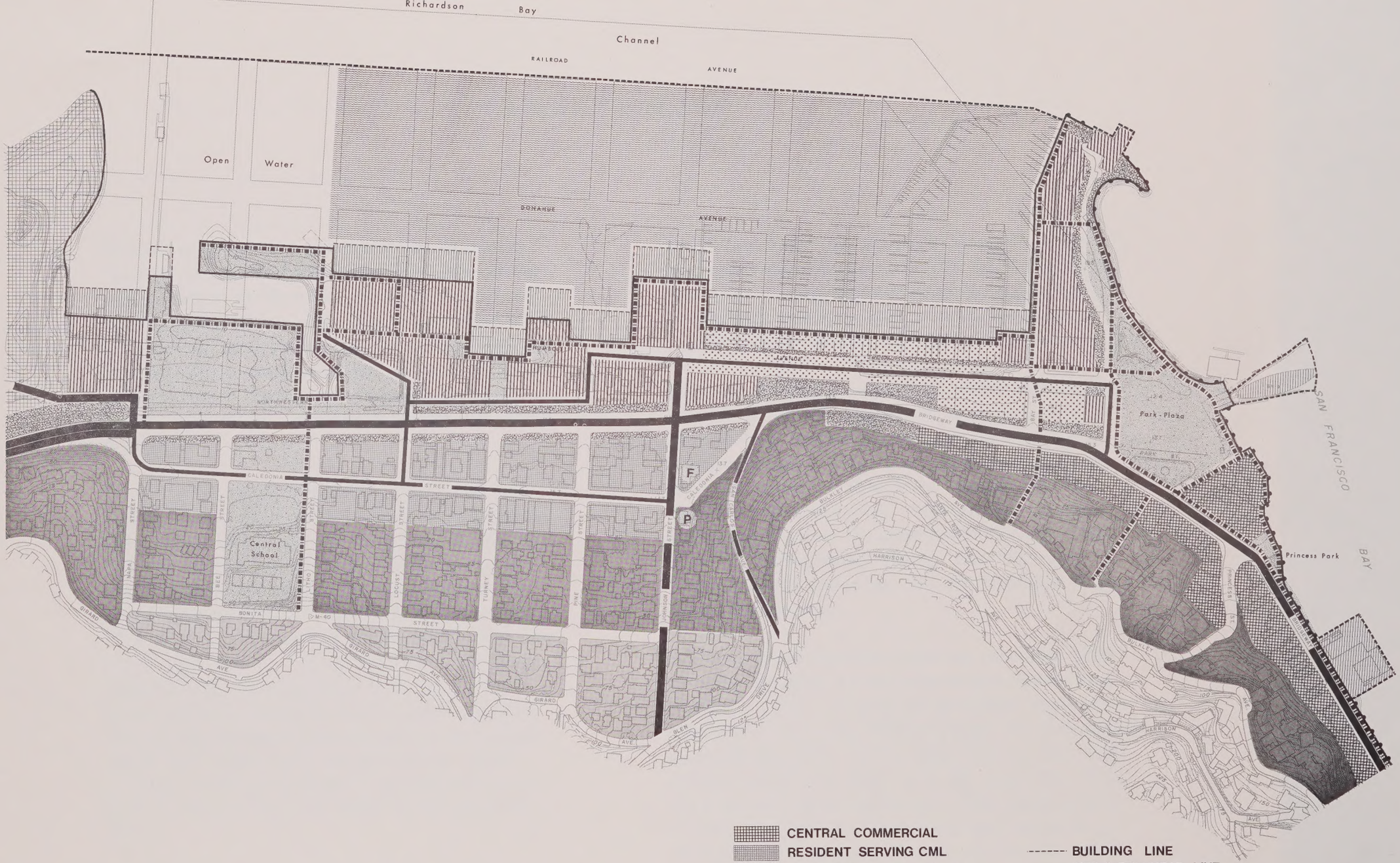


PLAN DIAGRAM ARTICLE 3

N

0 100 200 300 400
Scale in Feet

- CENTRAL COMMERCIAL
- RESIDENT SERVING CML
- WATERFRONT CML ON LAND
- WATERFRONT CML OVER WATER
- MEDIUM HIGH DENSITY RES
- HIGH DENSITY RES
- MARINSHIP WATERFRONT USES
- BOAT HARBOR OR OPEN WATER
- AUTO PARKING
- PUBLIC PARK

- BUILDING LINE
- PIER & BULKHEAD LINE
- BULKHEAD LINE
- PIERHEAD LINE
- PEDESTRIAN WALK
- ARTERIAL
- MAJOR COLLECTOR
- SECONDARY COLLECTOR
- PLANTING & OPEN SPACE

- F FIRE STATION
- P POLICE STATION

SAUSALITO TODAY

This is Sausalito--a wooded hillside community fronting on beautiful Richardson Bay in a setting unequalled in the San Francisco Bay Area if not in the United States. This beauty combined with a central location in the Bay Area means that Sausalito faces many pressures not faced by other communities in the region--pressures for high-density apartments, yachting facilities and tourist activities.

Sausalito is an old community. For nearly one hundred years many of its residents have gone to work in San Francisco--by ferry until the thirties, and now on the Golden Gate Bridge by car or bus. In spite of time and change, much of the City has remained as it was 40 or 50 years ago. "The Hill" is still much as it was shortly after the turn of the century. About that time, the large land holdings were divided, and many of the still existing houses built in the present pattern. Two or three generations have grown up in these roomy well-kept brown shingle homes. Their windows, which give them a contemporary air in spite of their years, look down on the same bay waters.

Along the waterfront, also, many buildings date back to the turn of the century. In "Old Town" and "New Town" are houses of about the same vintage--modest houses on rather small and more level lots. Many are now in early stages of deterioration, and some have already been converted to apartments or replaced with new buildings.

The most striking changes in the look of Sausalito come from the new apartments and the expansion of waterfront activities and land fill from the Sandspit to Marinship. New apartments step up from the waters in "Old Town" and circle the northern end of the City. New houses are now beginning to cover the steeper hills above "Old Town", "Spring Street Valley" and "Nevada Street Valley" and a few now dot Wolfback Ridge across the freeway.

Building proceeded at a moderate rate from 1950 to 1960, bringing an increase in population from 4,828 to 5,331. A boom in apartment house construction in the early 1960's brought the population to 6,700 by 1965. Of the 600 housing units built between 1960 and 1965, only 50, (less than 10%) were single family residences. This trend is continuing though at a slower rate, and Sausalito is changing from a place of homes for families with children to a community with a central section of single-family homes--"The Hill"--flanked and

outnumbered by apartments to the south and north.

Sausalito still holds its early attraction for weekend visitors. Even in the "eighteen eighties" and "nineties" San Franciscans came here on weekends--some to sail from the San Francisco Yacht Club (now the Ondine) and others to drink beer and picnic. But now boats are berthed by the hundreds and a new dimension has been added by sheer numbers of tourists, automobile-bound and on foot. The Sausalito setting combined with fine restaurants and a variety of stores geared to the tourist, attracts thousands of people to Sausalito during the summer months in particular, and on weekends throughout the year. The revenues to the City from these outsiders are important for the City. But the side effects of these activities are felt throughout Sausalito, particularly in traffic and parking congestion at peak periods and pressure for more commercial development along the limited stretch of valuable waterfront. Thus, the major problem--the need for a balance between Sausalito as a place in which to live and its role as a tourist center in the Bay Area. Sausalito's ties with the Bay Area are not solely in terms of tourists, but are even more significantly in the home-work relationship of its residents. Sausalito provides a delightful urbane setting for those seeking a close-in living place which is part of the San Francisco milieu.

Although now a mature community with a general pattern of development well established, Sausalito has in store many changes. Some changes are inevitable, as buildings grow older and duplexes and apartments replace many of the smaller homes on small lots. Other changes will depend upon or be shaped by major public and private decisions. In the latter category is the vast underwater area outboard of New Town which is in private ownership and for some years has been proposed for development. If followed through, this proposal would completely change this portion of the unique waterfront. Then, too, the Marinship area, like a sleeping giant, contains large sections of idle land which, because of a prime location in the Bay Area, may soon attract further building activity. In the Nevada Street Valley area there is a considerable amount of vacant land with pressures for high density development. Elsewhere in Sausalito, old small homes on small lots in the more level areas are slowly being replaced by apartments and duplexes. Thus, Sausalito, which grew slowly, house by house fitted to the steep hills, only a few a year, now faces the prospects of more and more apartments and duplexes, larger scale buildings and perhaps a major change in the configuration of its shoreline. The problems of Sausalito can be summarized as follows:

1. Preserving and enhancing the unique meeting of land and water which forms the unsurpassed waterfront.

2. Maintaining the City as a residential com-

munity in the face of the increasing influx of visitors seeking to enjoy the unique qualities of the Sausalito waterfront.

3. Encouraging the provision of a housing stock geared to the desires of the community.

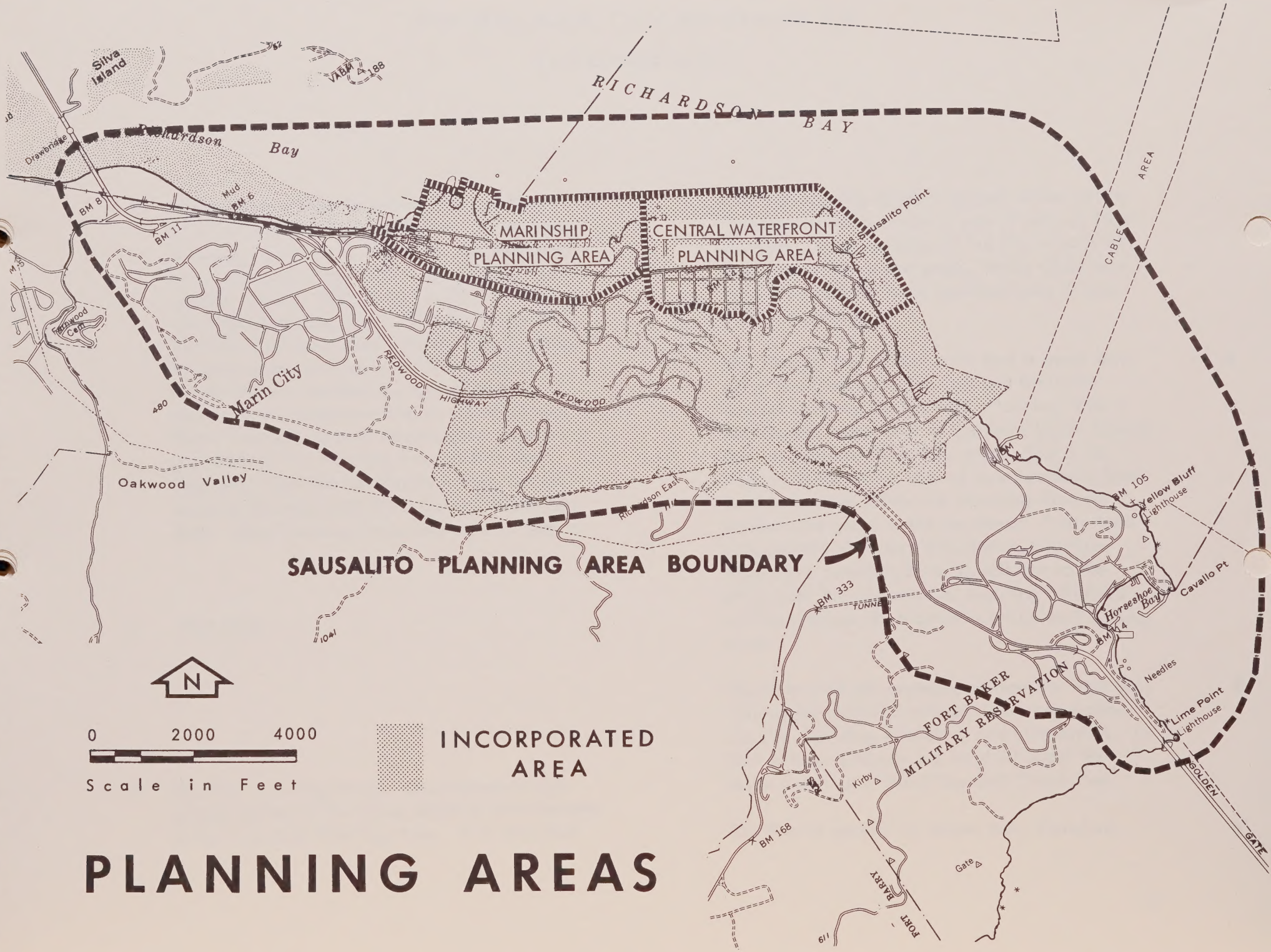
4. Maintaining relationships between trees, buildings and water, particularly in the newer areas so as to continue the quality and scale of the Sausalito townscape.

5. Handling parking and traffic so as to provide convenience for residents while meeting reasonable requirements of business.

Since the original adoption of the General Plan in 1959, the City has been moving a step at a time towards solution of these problems. Considerable progress has been made. Sub-area plans have been prepared and adopted for Marinship (1963) and the Central Waterfront (1970). The General Plan was reviewed and updated in 1967 with further modifications in 1970 to reflect policies incorporated in the Central Waterfront General Development Plan. Through public discussion and public hearings which were part of the process of preparing the Central Waterfront Plan, increasing consensus was developed on several important issues. The City has been able to move ahead with several projects including acquisition and development of Princess Park, reconstruction and enhancement of the portion of Bridgeway along the waterfront. Agreement has been reached on the need to phase out parking in the Park Plaza area and expand the City Park in that location. And most significantly, a bond issue was approved in the June 1970 Primary to provide funds to acquire the waterfront park and open water area so long discussed and planned for.

Other steps have included preparation and adoption of a new zoning ordinance in 1963 with significant amendments in 1969 as a step towards establishing appropriate controls for the Central Waterfront.

There is a real challenge to continue to engage the interest of all the citizens of Sausalito on the long-range plans for theCity. Thus, a particularly important requirement both for the General Plan proposal and for development programs to carry the plan out, is the recognition of the wide variety of interests and needs of residents, businesses, and property owners generally.



PLANNING AREAS

INTRODUCTION

1 This document constitutes the General Plan of the City of Sausalito, California. It has been developed pursuant to the State law governing local planning (Chapter 3, Title 7 of the Government Code). Parts I, II and III deal with the entire Planning Area. Part IV is reserved for individual functional element plans--plans for area-wide services or facilities such as transportation, recreation, beautification, drainage, or undergrounding of utilities, etc. Part V includes general development plans for sub-areas of the Planning Area such as the Marinship General Development Plan and the General Development Plan, Central Waterfront Area. (See Planning Areas map on next page.)

2 Not Used

3 The Plan is a long-range, comprehensive and general guide to the future physical development of the Sausalito Planning Area. It is intended that the majority of the proposals shown on the Plan be carried out over a span of time of 15 to 20 years. Some features of the Plan should be executed within a few years, while other features are intended to be realized later in the planning period.

4 The Plan is comprehensive in that it deals with all of the land uses, services and facilities needed to make the Sausalito Planning Area a functioning component of Southern Marin County and the San Francisco Bay Area. Space has been allotted for all uses of land presently foreseen as needed within the Planning Area to achieve the goals of the residents. These land uses and the necessary circulation facilities have been considered one in relation to the other with the objective of securing balanced and harmonious development within the Planning Area.

5 The Plan includes recommendations for land use, community facilities and services, population density, building intensity, and circulation. In Part II these subjects are handled under the major headings of Land Use and Circulation.

6 The Plan is general in nature and, therefore,

does not indicate precise locations for land uses and circulation facilities. Nor is each individual land use shown separately, but uses are indicated in general categories based on common characteristics. The degree of precision in the Plan is limited to that needed to set forth major and critical relationships in the area and between the area and southern Marin County.

7 This Plan is based on the research and findings carried out prior to the original adoption of the General Plan in 1959 and additional research and studies made since that time as set forth in various reports and maps now on file at Sausalito City Hall.

8 Based on an evaluation of the development potential of lands within the Planning Area, the stated objectives of residents and the locational relationships of major work and shopping areas, the residential areas proposed in this Plan have been designed to accommodate a maximum population of slightly less than 17,000 people for the entire Sausalito Planning Area and approximately 12,500 for the City of Sausalito.

9 It is estimated that the population within the present city limits of Sausalito will be between 10,000 and 12,000 by 1985.

10 The Planning Area includes lands within the present city limits and adjoining unincorporated lands bearing relation to the planning of the City. Most of Fort Baker, all of Marin City, and the lands along Richardson Bay from Waldo Point to Manzanita are within the Planning Area. The limits of the Area are defined by major topographical features. Thus, it includes all of the land east of Wolfback Ridge and its extensions from a point just westerly of the Golden Gate Bridge to the Richardson Bay Bridge and extensive water areas in Richardson Bay and San Francisco Bay.

11 There should be a process of annual review to evaluate changes that have taken place in the community in relation to the goals and objectives set forth in the Plan. This will reveal whether modifications should be made in the Plan or new measures inaugurated to give better direction to development. Major changes in the Plan should be made only after thorough consideration of all implications. The Plan should be thoroughly reviewed and updated at intervals of not more than five years, so that it will always cover a 15 to 20 year time span. In this way, it will continue to provide a long-range up-to-date guide reflecting the aims of the citizens.

12 In order to meet changing conditions, incorporate results of more detailed studies and show more precisely what can now be foreseen only approximately, the Plan is organized so that amendement, when shown to be necessary, can be accomplished in an orderly manner. For convenient reference each paragraph is numbered.

ASSUMPTIONS

100 The proposals in the General Plan are based in part on generally accepted forecasts for areas larger than Sausalito. Though these forecasts are held to be generally correct, they are stated here as assumptions. Some of these assumptions are more important to the realization of the General Plan than others, but they all state assumed future conditions of concern to Sausalito.

1. In the next 20 years, barring war, this Nation can expect to enter a period of general well-being never before considered attainable, in which many more families and individuals will be free to pattern their lives in the way they deem best, with fewer constraints imposed by economic needs.

2. In the Nation, State and Bay Area there will be a continuing increase in the production of goods and services and in the average productivity per worker, resulting in a continuing rise of real income and in a broader distribution thereof among the population.

3. The continuation of a relatively rapid population growth in California, San Francisco and Marin County will sustain the demand for a broad range of types of living accommodations in Marin County.

4. Sausalito will be able to retain a substantial portion of its area for single family residences while at the same time attracting a substantial population desiring various forms of multiple-family dwellings.

5. Improved transportation facilities will make possible expeditious, safe, and convenient travel between Sausalito and other parts of the Bay Area, the State and the world, permitting the residents of Sausalito to engage in a wide range of economic, social and cultural activities at diverse locations.

6. There will be a continued decline in the number of hours per average work week and in the average annual hours of labor per worker, resulting in increased leisure.

7. A substantial demand will continue for recreational and tourist facilities in Sausalito geared to a larger market than the City itself.

Of over-riding importance to the future of Sausalito is the quality of air and water and the control of Bay fill. Unless adequate programs are instigated and appropriate controls imposed and enforced through appropriate governmental agencies, the quality of life envisaged herein for Sausalito citizens cannot be maintained.

MAJOR COMMUNITY GOALS

101 Goals included below are general in nature and basic to the entire General Plan. Goals related to specific aspects of the Plan are stated in other appropriate sections. The Plan is designed and intended to assist in achieving these major local goals:

1. Protect and enhance Sausalito as a residential community giving priority to facilities and services for local residents.

2. Provide facilities for visitors in a manner designed to minimize interference with the use and enjoyment of the community by local residents.

3. Protect the present character of Sausalito's hilly residential areas.

4. Protect and enhance the waterfront, Sausalito's greatest natural resource, for the benefit of all.

5. Encourage residential, commercial, and recreational development in appropriate locations.

6. Provide new civic, cultural and recreational facilities for local use in the Central Waterfront Area.

7. Provide a City waterfront park and boating facilities along the central part of the waterfront.

8. Discourage non-resident traffic from entering the City from the south.

9. Provide adequate parks and playgrounds throughout the City for local residents.

10. Bring the Marinship area into more productive use.

11. Improve the appearance of the City, particularly the northern waterfront.

12. Encourage development of alternate forms of transportation, such as transit, bicycle, pedestrian walks, designed to discourage use of the automobile.

13. Retain existing City Hall property for future public use.

14. Establish a plan with timetable for the undergrounding of all utilities by gas, electric and telephone companies.

FUNCTIONAL ORGANIZATION

102 In general, residential uses are planned for the hill areas and more intensive non-residential uses are planned for the waterfront area. Six residential units are defined within the City - Old Town, The Hill, New Town, Spring Street Valley, Nevada Street Valley, Wolfback Ridge. Marin City comprises an additional residential unit beyond the City boundary. In general, the highest density residential areas are in the lower portion of these areas close to service facilities and Bridgeway.

103 The Central Waterfront Area, occupying the heart of the City and stretching from Marinship to mid-block south of Princess Street, is the locus for resident and tourist-serving facilities--civic, recreational and commercial. This is the area in which the existing character must be very carefully protected, with space given over to the automobile kept to an absolute minimum. This is the area of the highest concentration of people.

The Marinship area to the north will in time be an area of considerable activity with a wide range in activities from apartments, restaurants, and boat harbors along the waterfront to light manufacturing, professional administrative, and retail business uses between the waterfront area and Bridgeway. 103.1

Further north along Richardson Bay, recreational and waterfront uses are proposed in the narrow band of land along U. S. 101. This area is under further study by Marin County. 104

The circulation system is designed to bring major traffic into the City from the north via Bridgeway or by way of the Rodeo Avenue interchange. Measures are proposed to de-emphasize the Alexander Street entrance. A major parking facility is proposed in Marinship with shuttle service to the Central Waterfront Area. Off-street parking in the Central Waterfront Area will be limited in amount to that needed for resident-serving businesses and other uses requiring parking in close proximity. Other traffic routes in the City will function primarily to provide ingress and egress and connections within the City for local residents. 105

The general concepts of functional organization set forth above are treated in more detail in subsequent sections of this plan. 106

PART II - BASIC ELEMENTS OF THE PLAN

200 The Plan is composed of two basic elements, the use element and the circulation element. Each element includes statements of objectives, principles and standards and descriptions of plan proposals. Interpretation and application of the policy statements set forth under the Land Use and Circulation headings should be done in the context of the more general overriding policies included in Part I. The descriptive sections of this text elaborate and extend the information included on the Plan Diagram, Part III of this Plan.

LAND USE ELEMENT

201 The land use element includes guidelines for land occupancy and describes the location and distribution of land uses. Land use interrelationships and land use-circulation relationships are also defined. The areas of the various proposed land uses are given in Table I (following this page).

202 Land use proposals include those for residential areas, community facilities and services, and region-serving facilities. For the purposes of this Plan all land uses are grouped into the following categories: residential; commercial; institutional; and park, recreation and open spaces. In the following sections, under headings for each of the above major categories, policy statements are followed by a description of the Plan proposals.

General Objectives: 203

1. Provide a variety of residential uses and the related facilities and services that will enhance the convenience and enjoyment of residents.

2. Preserve open water areas and provide public access to the water to the maximum extent feasible.

3. Reserve the waterfront area for the uses that enhance public use and enjoyment of the waterfront or that require a waterfront location.

4. Provide opportunities for expansion of economic activity to serve residents and visitors to the extent consistent with the general goals and other objectives of this Plan.

5. Protect and enhance existing aesthetic qualities in all parts of the area and, where appropriate, create new beauty.

TABLE I - GENERAL PLAN LAND USE ACREAGES

All figures are in gross acres [a]

Area	Residential	Commercial					Parks, Recreation & Open Space					Inst.	Circulation		Areas Under Study
		Central	Comm.	Neigh.	Waterfront	Ind.	Reg.	Comm.	Neigh.	Water [b]	Open Space	School	US 101 [i]	Pkg.	
Residential Units [c]															
Old Town	101.8			1.8					0.9						
The Hill	158.4								0.3						
New Town	139.7								0.1						
Spring Street Valley	58.0			1.3					0.4						
Nev. St. Val	106.2							5.1				15.4			
Marin City (Uninc.)	315.3		8.9					13.1			5.4				36.0
Wolfb'k Ridge (Inc.)	177.5										1.6				
Wolfb'k Ridge (Uninc.)	42.5														
Central Waterfront [d]	0	11.5	12.1		16.7			21.4		57.5				4.6	
Marinship [e]	0		6.4		66.0	65.5				41.2				3.2 [g]	
Richardson Bay (Uninc.) [f]	0				26.2		14.7						117.4		
Other Unincorporated [h]	0						406.0				30.3		117.1		
Planning Area Totals	1099.4	11.5	27.4	3.1	108.9	65.5	420.7	39.6	1.7	98.7	37.3	15.4	378.8 [i]	7.8	36.0

AREA TOTAL: 2351.8

for footnotes see next page

TABLE I - GENERAL PLAN LAND USE ACREAGES (Continued)

Footnotes

a Gross acres include the particular land use being measured plus one-half the area of any boundary streets.

b Water areas included are those lying between the shoreline and pierhead lines shown on the Plan Diagram.

c Residential units are as shown on the Plan Diagram. They are separated by white lines.

d The Central Waterfront includes the lands extending from Mono Street to mid-block south of Princess Street. The area extends inland of Bridgeway to the white line on the Plan Diagram.

e Marinship includes the area northeast of Bridgeway from the northern City limits to the southern side of the peninsula at Mono Street.

f Richardson Bay (Uninc.) includes all uses along the waterfront north of the City limits.

g The parking area shown in the Marinship Area is a diagrammatic indication and does not necessarily reflect the probable land area required.

h Other unincorporated areas include the regional park on Fort Baker, an open area on Wolfback Ridge and U.S. 101.

i This total includes 144.3 acres of U. S. 101 within the incorporated area of the City but which is not within the planning sub-areas and is not carried in the body of the table.

204 General Principles:

1. Land uses should be grouped for mutual compatibility and to maintain and strengthen interrelationships among uses.

2. The most intensive land uses should be located where they can be readily served by necessary transportation facilities.

Residential areas

205 Objectives:

1. Assure that residential development reflects and is harmonious with the advantages of the Sausalito environment including such aspects as views, terrain, and vegetation.

2. To the maximum extent feasible provide for a variety of housing types and encourage provision of housing units suited to family living.

3. Provide maximum convenience for residents in the daily use of local facilities, such as parks and commercial areas.

4. Maintain the character and quality of established residential areas of good physical quality and improve the physical character and quality of substandard residential areas.

Principles: 206

1. Distribution of land use intensities should be guided by considerations of access to transportation and service facilities, topography, and other factors as follows:

   a. The highest intensity uses should be located on relatively level land close to local shopping areas, other local service facilities, and transportation facilities. Intensity should decrease as the distance from these facilities increases.

   b. Intensity should decrease as steepness of terrain increases.

   c. The lowest intensities and largest lots should be located on steep hillsides where it is necessary to limit storm run-off, prevent erosion, preserve existing vegetation, and maintain the scenic quality of the terrain.

2. The range of housing types should include single-family residences, duplexes, townhouses and various kinds of apartments, and no single type of housing should dominate the housing supply in Sausalito. Special consideration should be given to measures and standards to encourage provision of housing appropriate for families with children.

3. In the design of all residential buildings and their sites, standards should be imposed to assure the provision of adequate amenities to create and maintain a stable and attractive environment.

4. In all residential areas, careful consideration should be given to preserving the views from other properties and maximizing the opportunities for views for all concerned.

5. In all development a conscious effort should be made to achieve variety and interest through careful site planning, building design, and landscape treatment.

6. Waterfront residential buildings should be designed to take advantage of the location on the water and be aesthetically pleasing.

7. In medium-high and high density areas incentives should be given to encourage assembly of small parcels to provide sites of adequate size for well-designed multi-family buildings.

Standards:

207 Residential areas are shown in four land use intensity categories: high, medium-high, medium and low. Each category includes a range in the appropriate amount of net residential land area that should be provided for each dwelling unit. "Net land area" is the area of land exclusive of streets available for residential buildings and accessory uses.

High - This category is confined to areas intended primarily for apartment development.
- Net land area per dwelling unit,
  1,500-2,000 square feet/d.u.

Medium-high - Includes areas intended for duplex type density and single-family dwellings.
- Net land area per dwelling unit,
  2,000-5,000 square feet/d.u.

Medium - Includes most of the area devoted to single-family residences.
- Net land area per dwelling unit,
  5,000-10,000 square feet/d.u.

Low - Includes low intensity residential development, almost entirely single-family in nature.
- Net land area per dwelling unit,
  20,000 square feet-one acre/d.u.

Holding Capacity:

Table II entitled "Population and Dwelling Units, 1966 and Holding Capacity", sets forth acreage, intensity and population holding capacity information for each of the residential units. The holding capacity figures represent the maximum population that would be reached if: a) all of the vacant land in the PlanningArea were developed to the maximum intensity indicated in this Plan; b) some existing low intensity residential uses were to be replaced with other 208

TABLE II - POPULATION AND DWELLING UNITS: 1966 AND HOLDING CAPACITY

Residential Unit	Land Use Intensity	Acreage			1966 Estimate				Holding Capacity			
		Gross Res.	Streets	Net Res.	DU	DU/Net Res. Ac.	Pop./ DU	Pop.	DU	DU/Net Res. Ac	Pop. DU	Pop.
Old Town	Total	101.8	18.6	83.2	894	11.0	1.9	1700	1210	14.5	1.9	2300
	High	17.0	4.0	13.0					350	27	1.9	660
	Medium-High	30.8	6.3	24.5					490	20	1.9	930
	Medium	54.0	8.3	45.7					370	8	1.9	700
The Hill	Total	158.4	29.9	128.5	964	7.5	2.0	1930	1190	9.3	2.1	2490
	High	26.4	7.2	19.2					520	27	2.1	1100
	Medium-High	3.0	0.8	2.2					30	15	2.1	60
	Medium	129.0	21.9	107.1					640	6	2.1	1330
New Town	Total	139.7	31.1	108.6	827	7.5	2.2	1820	1040	9.8	2.2	2290
	High	19.6	6.9	12.7					340	27	2.2	750
	Medium-High	27.6	7.8	19.8					240	12	2.2	530
	Medium	92.5	16.4	76.1					460	6	2.2	1010
Spring St. Valley	Total	58.0	13.5	44.5	339	6.6	2.3	780	580	13.0	2.1	1220
	Medium-High	35.0	10.7	24.3					440	18	2.1	930
	Medium	23.0	2.8	20.2					140	7	2.1	290
Nevada St. Valley	Medium-High	106.2	17.0	89.2	243	3.0	2.1	520	1350	15.1	2.2	2960
Waterfront [a]	High	26.0	4.0	22.0	15	-	2.0	30	640	29	2.0	1280
Wolfback Ridge	Low	220.0	18.6	201.4	21	0.13	2.2	45	200	1	2.2	440
Marin City	Total	315.3	40.7	274.6	499	1.8	3.5	1670	1180	4.2	3.5	4170
	Medium-High	38.1	7.4[b]	30.7					300	9.8	3.7	1100
	Medium	92.2	18.9	73.3					554	7.3	3.5	1930
	Low	185.0	14.4	170.6					326	1.9	3.5	1140
Planning Area Total		1125.4	173.4	952.0	3802	3.9	2.2	8495	7390	8.1	2.3	17,150
Total Excluding Marin City		810.1	132.7	677.4	3303	4.9	2.0	6825	6210	9.5	2.1	12,980

for footnotes see next page

TABLE II - POPULATION AND DWELLING UNITS: 1966 AND HOLDING CAPACITY (Continued)

Footnotes

[a] "Waterfront" refers to the area north of Mono Street shown as waterfront commercial on the Plan Diagram. The population holding capacity is based on the assumption that 40% of this area would be used for residential purposes. (See paragraph 208 for further description.)

[b] Includes a church site.

NOTE: Abbreviations used in table headings

Res. - Residential
Ac. - Acres
DU - Dwelling Units
Pop. - Population

Land use intensities on the Plan Diagram are indicated in terms of land area per dwelling unit and are equivalent to the dwelling units per acre given in the right hand column of the following Table:

Land Use Intensity Category	Range of Land Area Per Dwelling Unit	Dwelling Units Per Net Residential Acre
High	1,500-2,000 sq.ft.	21.8 to 29
Medium-High	2,000-5,000 sq. ft.	8.7 to 21.8
Medium	5,000-10,000 sq. ft.	4.4 to 8.7
Low	20,000 sq. ft.-1 acre	1.0 to 2.2

residential uses at the highest intensities recommended herein; c) the number of persons per household remained essentially as at present. Thus, the replacement of many older single-family dwellings with duplexes and multi-family buildings is assumed in the holding capacity figures. In addition, it is recognized that the waterfront commercial area north of Mono Street could house a population of substantial size. The holding capacity figure used for this area assumes that approximately 40% of the area would be developed for residential use. The percentage of waterfront area in residential use could easily be higher or lower and thus affect the holding capacity somewhat.

209 As indicated in Table II, a considerable population increase is possible within the City of Sausalito--from about 6800 in 1966 to about 13,000 at maximum holding capacity. It is probable, however, that the high holding capacity will not be reached. Many factors operating in the housing market work to preclude total development of all lands to maximum permissible intensities.

210 In addition to possible dwelling unit densities, the holding capacity is based on an assumed number of persons per housing unit for each sub-area of the Planning Area; these figures may prove to be high or low, thus causing the holding capacity figures for the sub-areas to be somewhat high or low. Holding capacity is, therefore, and indication, rather than a precise measure, of future population potential of the Planning Area and each residential unit.

The holding capacity figures tend to indicate the maximum population that can be reasonably accommodated in each residential unit without marked change in character in the presently developed areas. The estimated holding capacities take into consideration vacant land, existing development, and probable changes in use on presently developed sites in each residential unit. 211

The land use intensities indicated for the several areas on the Plan Diagram derive from evaluation of: existing conditions, present zoning (based largely on the 1958 General Plan), street access limitations, terrain, and locational factors. 212

Description:

Seven residential units are shown on the Plan Diagram: Old Town, The Hill, New Town, Spring Street Valley, Nevada Street Valley, Wolfback Ridge, and Marin City. Each unit has a character which tends to give it identity. The differences are largely those of topography, street layout, and pattern and type of building development. In general, the residential units are not visibly separated or different along distinct lines. The boundaries shown on the Plan Diagram are somewhat arbitrary and are intended in the main to identify limits of the units for statistical purposes. In addition 213

to these defined residential units some residential development for permanent occupancy is contemplated in the Marinship area.

214 Old Town presently has the highest overall land use intensity of any of the residential units, averaging 11.0 dwelling units per net residential acre. Vacant areas are exceedingly steep. Development in accordance with the Plan with low densities in the upper areas and gradual replacement of single-family houses by multi-family units in lower areas could result in an overall intensity of 14 to 15 dwelling units per net residential acre.

215 Three land use intensities are shown in Old Town: high, medium-high and medium. The highest intensity use area occupies the more level terrain along Second Street and the waterfront. Thirty-foot lots prevail in this area making high density multiple-family development of high quality difficult to achieve. Assembly of lots to create larger sites and allow better designs would be desirable. Any development along the waterfront should be very carefully carried out so as to preserve the amenities of this portion of the City.

216 The medium-high density area extends along gently sloping terrain and up into rather steeply sloping terrain and includes many old thirty-foot lots. Much of this area has already been developed to the density indicated. Continued replacement of structures, however, and some increases in density are anticipated in this area.

217 The medium density area includes the upper portion of the hill areas. A substantial portion of this area is not developed and presents severe development problems due to its extremely steep nature. The primary problem will be to develop adequate street access with roads of grade, alignment, and widths appropriate to the intensity of development and adequate for fire equipment. Appropriate arrangements for off-street parking will also be important.

218 The Hill is dominated by single family houses on relatively large lots in the upper area and the Alto Mira Hotel and many apartment houses in the lower area, resulting in a present average intensity of 7.5 dwelling units per net residential acre. An overall land use intensity of 9 to 10 dwelling units per net residential acre could result.

219 Two land use intensities are shown on The Hill: medium and high. Little change in character is expected in the Hill area. The medium intensity area should remain much as it is today with the exception of building that will take place on scattered vacant parcels. Some division of large sites and replacement of older homes may take place in addition. The lower portion of The Hill area is the apartment house area and is shown as high intensity use. This area should

continue to develop as an apartment area, and very careful consideration needs to be given to the design of structures including such factors as scale, blending with vegetation and terrain, and preservation of views.

220 New Town with an average land use intensity of 7.5 dwelling units per residential acre divides into an upper and lower part. The upper part is similar in character to The Hill and should be similarly protected by adequate lot size standards. The lower part of New Town, in the vicinity of the Caledonia Street shopping center is a suitable location for apartment houses. Development in accordance with the Plan would result in an overall land use intensity of 9 to 11 dwelling units per acre.

221 Three land use intensity categories are indicated for New Town: high, medium-high and medium.

222 The high intensity area includes lots which measure generally 50 feet by 100 feet and is an area in which encouragement should be given to land assembly to provide adequate sites for buildings. In addition, the design of buildings within this area should recognize the value of the view towards the Bay and the need not to block views of properties above. With development of the community-serving commercial area and the park shown on the Plan Diagram, it is anticipated that with adequate standards and special design considerations, this area can become a very desirable multiple-family area and one to which residents with children could be attracted.

223 The medium-high intensity area includes the slopes just above Bonita Street. This part of the area will probably change very slowly and not to a large extent.

224 The medium intensity area covers the upper portion of the area, and it is anticipated this portion of New Town will experience little change other than new buildings on presently vacant land.

225 Spring Street Valley has an average land use intensity of 6.6 dwelling units per acre--slightly lower than The Hill. Two land use intensity categories are indicated for Spring Street Valley: medium-high and medium. An increase of intensity to an average of 12-13 dwelling units per net residential maximum acre would result from development in accordance with this Plan. Spring Street Valley will share recreation facilities with Nevada Street Valley.

226 The lower portion of the Spring Street Valley is shown in the medium-high intensity category. This recognizes the present prevailing intensity of development and the probability of replacement of some structures with newer structures. A

mixture of dwelling types ranging from apartments to single-family residences is anticipated as continuing within this area.

227 The medium intensity area includes the upper portion of the Valley and the steep hillside extending up to the Nevada Street extension. This density of development is similar to that shown for the hill lands to the southeast in New Town.

228 Nevada Street Valley is still relatively undeveloped. Present densities are thus meaningless as a guide to future development. The area is shown entirely in the medium-high intensity category. Development in this pattern would result in an overall intensity of about 15 dwelling units per net acre--the highest overall density for the residential units in the Planning Area.

229 Nevada Street Valley will experience the greatest amount of change in character because of new development of any of the residential units. A large portion of this residential unit is presently unincorporated; however, it should be annexed to the City. Already the area has a mixture of dwelling types ranging from single-family dwellings to apartments. Development plans approved by the City for the southwestern corner of this area include a variety of building types including single-family, duplex, townhouse, and apartment. It is recommended that the remainder of the undeveloped area likewise include a variety of dwelling types. To overcome the barrenness of terrain and exposure to winds, new development should be designed to provide shelter and to create a pleasant environment. Careful siting of buildings is important and a substantial amount of planting will be necessary. The location of the school and a proposed community park within this area create two strong positive factors encouraging high quality residential development.

230 Wolfback Ridge extends along the steep slope above the freeway. Access is limited to Wolfback Ridge Road and Rodeo Avenue. The steep terrain and difficult access make intensive development in this area inadvisable. Low density development will continue to be appropriate. Intensity of development should not exceed one dwelling unit per acre. A variety of types of development should be permitted ranging from single-family dwellings on large lots to cluster development and multi-family buildings on suitable sites. Buildings should be clustered on ridges and knolls and the canyons preserved in their native state. Careful consideration will need to be given to provision of off-street parking and fire protection.

231 Marin City, although outside the city limits, is within the Sausalito Planning Area. Marin City is being developed at present for a variety of housing types. Proposed land use intensities are lower than those of developed parts of Sausalito. Housing types include single-family homes, townhouses and apartments. Marin City also has three hundred units of public housing.

232 The Plan Diagram reflects the County adopted plans for Marin City and shows the public housing area at the southeastern section of Marin City as medium-high intensity, the northwest area as medium intensity, and finally a low density residential area in the hill areas with the clustering of houses on ridges and knolls and the preservation of canyons in their native state--similar to the kind of development recommended for the Wolfback Ridge unit.

233 The Waterfront is not a residential unit in the same sense as the other units. Some water oriented residential uses are recommended in combination with other uses here. Limited amounts of transient housing in the form of boatels and motels carefully integrated into the overall design for the area would be appropriate. Housing for permanent occupancy should be restricted to the Marinship portion of the waterfront area.

234 The population holding capacity for this area shown on Table I is based on the assumption that about 40 percent of the Waterfront Commercial area will be developed for residential use. The exact percentage devoted to residential use will undoubtedly vary; however, it is important that a variety of uses be permitted along the waterfront. No single use can be allowed to dominate if the desired variety and interest are to result.

235 Additional proposals for this area are included in Part V of the Sausalito General Plan--the general development plans for Marinship and the Central Waterfront Area.

Commercial

236 For a city of its size, Sausalito has a wide variety of commercial activities ranging from resident-serving to tourist-serving enterprises. Most of the commercial uses serving a more than local market are located here because of the great charm of Sausalito and its waterfront setting. The development of the commercial areas should adhere to the following objectives and standards:

Objectives:

1. Provide space for establishments offering goods and services to meet the frequent needs of residents and, in addition, a limited range of goods and services needed on a less frequent basis. Sausalito residents will, however, continue to depend on larger centers outside of Sausalito for major purchases--clothing, durable goods, etc., and many services.

2. Along the waterfront, provide for carefully controlled commercial development compatible in scale and intensity of development with the function of the City as a residential community.

3. Provide, along the waterfront, for those commercial uses that require or benefit from such a location and are compatible with other objectives of the General Plan.

4. In the commercial-industrial area of Marinship, provide employment opportunities and goods and services not offered elsewhere in the Planning Area.

Principles:

1. Convenience goods and services outlets should be available in commercial centers so as to provide ready access from all residential areas.

2. Outlets furnishing shopping goods and services should be restricted to a few locations easily reached by both residents and visitors.

3. Expansion of central commercial uses should be limited so as to maintain a reasonable balance between floor area and parking facilities and not overburden roads and other support facilities.

4. Waterfront commercial uses should provide maximum possible public access to the waterfront, be attractive additions to the waterfront and be well-related to existing and potential surrounding developments.

5. All commercial areas should be developed as visually attractive parts of the City and in accordance with standards that will make them compatible with surrounding areas and uses.

6. Building design, site planning, planting and the amount of open space in each commercial area should be consistent with and carefully related to the design objectives for each area.

Description:

239 The central commercial area extends along Bridgeway from about 800 feet north of El Portal to mid-block south of Princess Street (described more fully in Part V, General Development Plan, Central Waterfront Area) and should provide a wide range of consumer goods and services catering to tourists as well as local residents.

240 Three resident serving commercial areas are shown on the Plan Diagram. One along Caledonia Street in New Town, and another in Marinship (described more fully in Part V, General Development Plans for Sub-areas) will serve the daily shopping needs of Sausalito residents. The third area in Marin City will serve primarily residents of that residential unit.

241 Two neighborhood commercial areas are shown on the Plan Diagram, one in Old Town and the other in the Spring Street Valley area. Outlets in these small commercial areas should provide convenience goods and services for the residents of the respective residential areas.

242 Two waterfront commercial areas (described in Part V, General Development Plans for Sub-areas) extend along the water's edge north of the Park Plaza. The Central Waterfront commercial area extends from the Sandspit to Schoonmaker's Point (Mono Street). Uses appropriate for this area include marine enterprises such as docks and boat services and also restaurants, motels, and boatels, offices and retail stores which are well related to the water. A similar range of enterprises would be appropriate in Marinship and, in addition, some suitably designed and scaled multiple-family residential uses.

243 For the industrial area in Marinship a wide range of uses is proposed including shopping and convenience goods, consumer and business services, offices, heavy commercial uses, repair services, and light manufacturing--fabricating and assembling activities. Guidelines for the development of the Marinship area are set forth in the General Development Plan for Marinship. (Part V of the Sausalito General Plan.) These are intended to assure compatibility of uses and a desirable development of the area.

Institutions

244 Institutional uses are those uses providing services to a defined group of people through a formalized organizational arrangement of a non-commercial nature. They include public and private uses such as schools, clubs, churches, and other civic, cultural, and public service uses. The location and design of institutional buildings are important because these buildings are major features in the make-up of the City.

245 Objectives:

1. Provide for those institutions such as schools, churches, clubs, and local governmental buildings that serve primarily local residents.

2. Provide for civic facilities including a library and city hall in central locations.

3. Provide for elementary schools that will be capable of serving the entire Sausalito Planning Area.

4. Provide fire stations adequate to protect the entire Planning Area.

246 Principles:

1. All institutional uses should be served directly by collector or arterial streets.

2. Buildings for institutional uses should be of a scale and visual character harmonious with surrounding development.

3. Institutional uses should be compatible with surrounding uses in terms of such characteristics as traffic generation and intensity of use. Special attention should be given to building and site design to insure against adverse effects on adjoining properties.

4. Major institutions serving the entire community should be located where convenient to the entire Planning Area.

5. Where mutually desirable and advantageous, school sites within the Planning Area should be used jointly through City and School District cooperation. Where appropriate, community-serving facilities such as assembly room suitable for community meetings, a swimming pool, gymnasium, playing fields and courts should be available for local public use when not in conflict with the operational function of either School or District.

Description:

A civic nucleus is proposed in New Town in the vicinity of Bridgeway and Litho Streets to include a new city hall, library and public parks. The fire and police stations would remain at Caledonia and Johnson, with a second fire station on Spencer Avenue near the Freeway. With continued development in the northern part of 247

Sausalito, consideration should be given to a new fire station to provide additional protection to that part of the City. (See Part V, Central Waterfront Area General Development Plan, for additional detail.)

248 Not Used

Parks, Recreation and Open Spaces

249 This plan includes small neighborhood parks and community parks for the use of local residents, region-serving parks, and major open space. The Bay waters and the hillsides west of the Freeway (U.S. 101) provide the major open spaces for the City.

250 Objectives:

1. Provide park and recreation areas for the needs of all age and interest groups living in the Sausalito Planning Area.

2. Acquire land and develop a waterfront park in the central part of Sausalito to insure public access and active use of a major and significant portion of the waterfront.

3. Develop the park-plaza area as a central urban park serving the City.

4. Develop community parks providing space for active and passive recreation in New Town and Nevada Street Valley.

5. Add new units to the system of neighborhood parks to provide park facilities throughout the City within easy walking distance of all residents.

6. Establish Fort Baker as a regional park serving the Bay Area.

7. Establish a water-oriented park in the waterfront along Richardson Bay north of Sausalito, with any fill limited to that which may be necessary to provide access to the Bay and its shores.

8. Maintain Richardson Bay, the U. S. 101 right-of-way, and the mountainsides west of U. S. 101 as major open spaces for the enjoyment of residents and visitors.

Principles: 251

1. Each residential unit should have one or more neighborhood parks providing play space for pre-school children and a limited area for passive recreation by older people.

2. Active recreation areas should be provided in community parks throughout the City so that school-age children can easily reach such areas for after-school, weekend and vacation use.

3. Regional parks should be served by streets of at least an arterial level, have attractions of regional significance, and be located where such activities will not interfere with the functioning of residential areas.

4. The School District and the City should develop cooperative arrangements for development and maintenance of existing and proposed publicly owned recreation facilities and school plants.

5. Necessary public action programs should be undertaken to assure that major open spaces are retained.

Description:

252 Seven neighborhood parks are shown on the Plan:

- Langendorf Park in Spring Street Valley (existing)

- Cazneau Avenue Playground in New Town (existing)

- Harrison Street Park and Cloudview Park on The Hill (existing)

- Southview Park (existing)

- Valley Street Park (existing on the waterfront)

- A proposed new park in Old Town

Most of these parks are small in size; however, the 253
Southview Park provides more space than the others and serves both Old Town and The Hill. A permanent site is needed for facilities now located on leased ground on Third Street. Use of street right-of-way, not used or needed for street purposes, on Third Street, between Valley Street and Sausalito Boulevard is suggested. A number of small neighborhood parks are necessary to provide service to Sausalito because topography would make it difficult for many people to reach larger facilities located at greater distances. This system of neighborhood parks should be maintained and strengthened. Separate neighborhood parks are not proposed for Nevada Street Valley and Marin City since the community parks in these areas should provide facilities normally found in neighborhood parks. Additional neighborhood service facilities should be provided at the community park proposed for the Central School site.

Community parks should provide space for game 254
fields, courts, picnic areas and passive recreation including areas for sitting and relaxing. Five community park and recreation areas are proposed:

- A major portion of the Richardson Bay School site should be retained as a community park; the area shown on the Plan Diagram includes the existing tennis courts, baseball diamond and some intervening space. This park should serve the Nevada Street Valley and part of the Spring Street Valley. Its specialized facilities will also provide city-wide service.

- The Bayside School should provide an additional community-serving recreation area. The outdoor recreation facilities of the school should be available for community use and other special features should be provided including a hall suitable for community use, swimming pool and gymnasium.

- The Central School site is shown as a community park and recreation area. This existing recreation facility should not be lost but should be developed to better serve the surrounding high intensity residential areas as well as all of the New Town and portions of The Hill and Spring Street Valley.

- A waterfront community park is proposed in the Central Waterfront Area. This park should provide a major and significant waterfront area for community use. (See Part V, Central Waterfront Area General Development Plan for more detail.)

- The community park in Marin City would serve primarily Marin City and should be of adequate size to provide a full range of park and recreation facilities. If the land adjoining the park site (indicated on the Plan Diagram as "Future Use Under Study") is developed as a school, a program for common use of recreation facilities should be developed.

Two regional parks are recommended, one on part 255
of the Fort Baker Military Reservation and the other along Richardson Bay north of the City limits. The Fort Baker property would make an excellent park to serve the Bay Area. It is readily accessible from the Redwood Highway and the Golden Gate Bridge. The terrain is varied and exciting and provides opportunities to accommodate diverse recreational activities. The site is dramatically situated with a magnificent visual relationship to San Francisco and the Golden Gate. Careful consideration will need to be given to the development of this property to retain its natural beauty and to utilize it in ways that take advantage of its magnificent setting. The regional park on Richardson Bay should be a water-oriented park. It would be important in serving southern Marin County and other parts of the Bay Area. A park in this location is shown on the Richardson Bay Plan adopted by Marin County.

256 Boat harbors. The Sausalito waterfront provides a good location for small craft harbors and related facilities. It is reasonably protected from winds and affords ready access to channels and open water with interesting and scenic boating areas. Harbors should continue in existing locations; additional harbors in locations between the shoreline and proposed pierhead line should be encouraged as long as they have adequate access and are compatible with other nearby uses. Proposals for additional harbors are included in the General Development Plans for Marinship and the Central Waterfront in Part V.

257 Tiffany Beach, a small but significant waterfront park, located in Old Town, is linked by a walk along the sea wall to Princess Park in the Central Waterfront.

258 Park Plaza in the heart of Sausalito is the focal point of the City. Future expansion of this park for pedestrian use to include areas now in automobile parking is described further in Part V, General Development Plan, Central Waterfront Area.

CIRCULATION ELEMENT

259 The circulation system is designed to provide for all types of movement of people and goods to serve the residents, and business enterprises within the Planning Area and to provide for essential through movements. All routes and facilities should be interrelated to form a comprehensive system with connection to regional facilities.

General Objectives: 260

1. Develop a circulation system designed to provide freedom of movement for individuals, and expedite movement and delivery of goods under conditions of normal daily traffic demands.

2. Minimize community disruption caused by peak volume visitor traffic on weekends and holidays.

3. Promote the development of forms of transportation specifically suited to Sausalito's special situation and physical conditions.

4. Minimize the impact of through-traffic on Sausalito.

5. Locate, design and develop circulation facilities so as to conserve the natural beauty and existing character of the area and minimize adverse effects on adjoining uses of land.

General Principles: 261

1. The circulation system should be coordinated with the systems and plans of adjoining cities and the County in order to assure an economical and functional system.

2. Circulation facilities in Sausalito should form part of an integrated system that provides appropriate facilities for all types of movement of people and goods.

3. Conflicts between different types of carriers and between vehicles and pedestrians should be minimized through appropriate design solutions and application of suitable controls.

General Description:

262 The complete circulation system for the Sausalito Planning Area includes those facilities specifically shown on the Plan Diagram and others not shown but which must be planned for and taken into account. The system includes trafficways, automobile parking areas, transit facilities, air transportation facilities, railroad lines, and pedestrian walks. All of these facilities must be joined together in a comprehensive system so that each type of trip is matched by an appropriate facility capable of accommodating that trip.

Trafficways

263 Trafficways include all streets and all related parking facilities serving the Planning Area.

264 Objectives:

1. Discourage through traffic on routes other than the U.S. 101 Freeway.

the rest of the Planning Area.

2. Provide for major access into Sausalito from the north only and in a manner that will minimize possible disruption to the functioning of Sausalito as a residential community.

3. Provide for adequate local streets in Sausalito to meet the needs of the residents and to serve commercial enterprises to the extent consistent with other stated objectives of the Plan.

4. Reduce the visual impact of the parked automobile in the Central Waterfront Area.

5. Discourage the use of automobiles in the central part of the City.

Principles: 265

1. The trafficway systems should include a range of facilities necessary to accommodate the variety of traffic movements needed in the Planning Area.

2. Major trafficways should be located, designed, and landscaped so as to minimize their impact on adjoining properties.

3. To increase and preserve the beauty of the City and lessen conflicts with adjoining property, streets should be adjusted to the terrain and landscaped where appropriate.

Existing vegetation of good visual quality should be retained to the fullest extent practical.

266 Standards:

1. To provide for safe and convenient travel in and around the Planning Area, the following classes of trafficways are included in the circulation system:

   Freeway - a divided arterial highway for through-traffic with full control of access. Trafficways carrying interregional and intercounty traffic should be of freeway level.

   Arterial Street - a trafficway for through-traffic with intersections at grade but with direct access to abutting property limited to the greatest extent feasible. Routes accommodating heavy volumes of traffic and connecting local roads with intercommunity, intercounty or interregional routes should be of arterial level.

   Collector Street - a surface street with points of access to abutting property controlled; designed to carry traffic from land access roads to local destinations, arterial streets or freeways.

   Land Access Road - a surface street functioning primarily as a means of access to abutting land.

2. Standards of curvature, grade, alignment, and site distance should be conducive to safe, convenient travel on the various classes of trafficways and, where possible, at the following speeds: freeways - 65 miles per hour, arterials - 35 miles per hour, collector streets - 25 miles per hour, local access streets - 20 miles per hour.

Description:

The present freeway on U.S. Route 101 is the only thoroughfare passing through the Planning Area. It is the only route intended for through-traffic. Access to and from Sausalito is gained from five points along U.S.101 which would provide the normal access for residents. Traffic should be channelled away from the southern entrance (Alexander Street) and primary ingress and egress should be provided at the north via Rodeo Avenue, and Bridgeway, and the Marin City interchange. Thus, heavy traffic should enter the City from the north and proceed no farther south than Napa Street. Bridgeway, south of Napa Street, Alexander Avenue, Spencer Avenue, and Monte Mar Drive should all be reserved primarily for the convenience of Sausalito residents, business owners and employees. 267

The lateral from U.S. 101 in the vicinity of Fort Baker will be an important access to the proposed regional park and should continue to provide access to Sausalito for local residents. An arterial 268

is proposed to parallel U.S. 101 north of Sausalito to provide an intercommunity route linking Sausalito with the Mill Valley area and to serve the regional park and waterfront commercial areas along the shoreline. It should be designed to complement the shoreline park.

269 West of U.S. 101 three points of access to the freeway are shown. One is a collector serving a small portion of Wolfback Ridge; a second is a proposed arterial extending from the Rodeo-Nevada Street interchange which would reach Marincello; and the third is access into Marin City. The access to Marincello would require completion of the Rodeo-Nevada Street interchange on U.S. 101, a construction project which is needed also for full utilization of the Nevada Street extension by Sausalito. Careful and detailed attention will need to be given to the proposed access to Marincello to minimize adverse effects on Sausalito.

270 The access to Marin City is not adequate at the present time as there is a difficult intersection at the off-ramp coming into Marin City. Southbound traffic headed for Sausalito is also subjected to difficult movements at this interchange. Further attention needs to be given to providing proper access to Marin City and Sausalito as well as to providing a good link from Marin City to Sausalito. Consideration should be given to the development of a direct pedestrian underpass or overpass from the vicinity of the proposed shopping center in Marin City to the park area on Richardson Bay.

271 There should be a comprehensive examination of traffic needs in the entire area along the northern shoreline from Gate 5 Road in Marinship to the connection to Mill Valley on State Highway 1. Solutions should include necessary modifications of the Marin City-Sausalito interchange, connections from Bridgeway to the proposed shoreline arterial and connections to Mill Valley. Sausalito, Marin County, Mill Valley, the State of California and the Northwestern Pacific Railroad all have interests in this area and would need to be involved in developing definitive solutions.

272 Limited off-street parking is proposed in the Central Waterfront Area, strategically located and restricted in amount, and intended to serve those uses permitted in this area which require parking nearby. To meet the demand for additional parking for visitors, a major automobile parking facility is planned for Marinship, with frequent shuttle service connecting with the Central Waterfront Area. Elsewhere in the Planning Area, parking should be provided in smaller common parking lots or on-site with the individual uses requiring parking.

Pedestrian Walks

273 Objectives:

1. To provide a comprehensive system of pedestrian walks to enable persons to enjoy walking throughout Sausalito.

274 Principles:

1. Pedestrian walks should be provided along the entire waterfront to allow enjoyment of this natural resource.

2. Pedestrian walks should be provided down to the waterfront area from the hills so as to minimize the walking distance along streets which follow the contours.

3. In order to encourage use, pedestrian walks should be attractive, appropriately surfaced, landscaped and protected from winds where necessary.

4. All pedestrian walks should be rehabilitated and improved.

Description:

275 The scale of Sausalito is such as to encourage and permit many people to walk in the City. It is, therefore, important to provide a system of walks that will allow residents and visitors alike to enjoy the City. The basic network of walks should include a walk along the entire waterfront and connecting walks to the residential areas in the hills down to the waterfront. In the hills behind Sausalito a limited trail network would be developed to link the Wolfback Ridge area with the rest of the Planning Area.

Transit

The Plan Diagram does not show transit facilities. 276
Sausalito needs and will continue to need adequate transit to connect the City with San Francisco and other parts of the Bay Area. The form of this system is not known at the present time--whether it will continue to be bus, perhaps by water, or a new transit facility on a new route and alignment. Any major transit plans would have a major bearing on the future of Sausalito and should be reviewed in relation to general community goals. The proposed parking area in Marinship might become a facility for joint use with a regional transit system. The feasibility of developing some form of local transit service should be studied. Possible functions of local transit include feeder service to a regional system; a connector from Marinship and the "visitor" parking lot to the central area; service to the school; and service for the convenience of residents for local trips shopping, to the library, parks, city hall or other places. The feasibility of jitney service should be examined. This could involve an additional service by local taxi companies or use of small buses.

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Air

277 Sausalito will continue to be considerably removed from a major airport and, therefore, the continuation of helicopter service convenient to Sausalito is important. No location for heliport facilities is shown on the Plan Diagram; however, it is recommended that facilities be located convenient to Sausalito.

Railroad

278 The Plan Diagram does not show the existing railroad line which terminates in Sausalito. It is recommended that this line be phased out of existence in those portions where it no longer serves abutting properties. In particular, the section from Marinship area southeast along the waterfront should be discontinued as soon as possible as it is a disrupting influence on the surrounding area and the right-of-way occupied by the tracks is needed for uses more directly related to the waterfront. If and when rail freight is no longer essential to enterprises in Marinship, this use of the rail line should be discontinued. The route should not be abandoned without thorough consideration of its potential for transit. (It once provided a connection to a Sausalito-San Francisco Ferry.)

PART III PLAN DIAGRAM

This diagram portrays information supplementary to and interrelated with Parts I and II of this Plan. Except for the Marin City area, the indications on this diagram convey general City policy regarding interrelationship and location of the categories of land uses, institutions and circulation facilities shown. In the Marin City area, the proposals of Marin County are shown for context. Where sub-area plans have been adopted, the text and diagrams in such plans are supplementary and where different supersede information conveyed by this plan diagram.

(Diagram in pocket, back cover)

PART IV SUPPLEMENTARY ELEMENTS

Reserved for future functional element plans.

PART V - GENERAL PLANS FOR SUB-AREAS

DIVISION 1: GENERAL DEVELOPMENT PLAN, MARINSHIP

INTRODUCTION

2100 The material in this division together with the Plan Diagram (following page V.6) constitutes the General Development Plan for the Marinship area of Sausalito. It is an elaboration of the portion of the adopted City General Plan affecting this area.

OBJECTIVES

2101 The objectives of this plan are:

1. To protect the waterfront area and promote development that will benefit from waterfront location.

2. To enhance the possibility for development of other lands in Marinship with uses that will be compatible with existing uses and at the same time lead to higher quality development in keeping with the locational advantages of the site.

LAND USES

2102 Two distinct land use areas are proposed and indicated on the Plan Diagram. One is the Commercial-Industrial area covering the in-shore portion of Marinship and the other is the Waterfront area. In general, the proposed road which has been called Harbor Drive forms the boundary between the two use areas. However, in the northern portion of the area the boundary deviates from Harbor Drive to include the service Lumber Company property* in the Waterfront area and to place several small parcels on the northern side of Harbor Drive (near Sonoma and Monterey Streets) in the Commercial-Industrial area. Similarly, in the southern portion of Marinship, the line deviates to include the Whitney property and part of the Schoonmaker property in the Commercial-Industrial area. These latter parcels are now developed with commercial and industrial uses and do not have direct access to the water.

Waterfront Area

Uses in this area should be limited to the following general types: 2103

1. Marine uses including boat harbors, piers, wharves and launching ramps; boat storage, service and repairs; boat building and sales, water taxis, boat rental, sport fishing centers.

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* Property owners' names are as of July 1963 and are included solely for the purpose of identifying location; see Plan Diagram.

2. Retail sales shops and consumer service outlets, studios, offices and office buildings, restaurants, and bars.

3. Apartments, hotels, boatels, motels and other residential uses.

Commercial-Industrial Area

2104 In this area uses should be of the following general types:

1. Retail sales, shops and consumer services; restaurants and bars.

2. Business services, wholesale establishments; light manufacturing; research and development laboratories.

3. Business and professional offices and office buildings.

City of Sausalito and U.S. Army Engineers Land

2105 The lands labeled "City of Sausalito" and "U.S. Army Engineers" on the Plan Diagram are now in public ownership and should be reserved for possible future public use for recreation or other civic purpose. The Zoning Ordinance should establish an appropriate public use district for these lands to insure public control as additional areas may be declared surplus by the Corps of Engineers.

CIRCULATION

The plan presented herein has been conceived to solve present problems and provide a consistent framework for the future within which individual owners can proceed with development. It would provide direct access to all but five parcels. With new growth in the next few years, and the type of land uses that will develop, this road system is considered to be the minimum necessary to serve these properties adequately. 2120

Street Standards

All streets should be improved to adequate standards to carry the character of traffic anticipated. In all cases curbs and gutters should be provided and sidewalks on at least one side of all streets. With the anticipated development of a shopping center and apartment buildings, pedestrian traffic will become important. 2121

Proposals for Individual Streets

To facilitate reference to the maps, and to differentiate from previous reports, numbers have been assigned to the streets proposed herein. These numbers are for identification only. A description of the proposal for each street follows: 2122

Street 1. Part of this street is known today as Gate 5 Road; it is the most widely used street in Marinship both by cars and trucks. It should have a 60' right-of-way with 40' of pavement.

Street 2. This is a continuation of Street 1 and should have the same right-of-way and pavement width.

Street 3. This street should replace the present Gate 3 Road as the middle entrance of Marinship. It will provide a better intersection with Bridgeway, and will provide excellent access to the proposed Shopping Center and the Yacht Harbors. A 60' right-of-way with 40' pavement is proposed.

Street 4. Although this street is presently one of the most heavily travelled in Marinship its relative importance in the future will be somewhat less. Because of this and the restricted space between existing improvements, a 40' pavement on a 50' right-of-way is proposed. A revision of the intersection with Street 1 is recommended for increased traffic safety.

Street 5. This has been the most controversial proposal of the whole study. In spite of all the problems involved this street is needed to cope with the traffic that will be generated once Marinship is fully developed. It serves also as a division between two major kinds of land uses and provides an additional access at the south end. This street can be developed either in whole or in stages, depending on the time of improvement of the three large properties involved and the response from the U.S. Corps of Engineers. The location selected takes into consideration the development potential of the properties traversed and cost considerations. A location further "outboard" was considered and rejected because of increased costs due to additional fill and construction problems. A 60' right-of-way with 40' pavement is proposed.

Street 6. This street is proposed as a continuous frontage road along Bridgeway to provide safe access to abutting properties and to protect the traffic carrying capacity of Bridgeway. Section 6a should be designed to permit parking on both sides. The primary function of this section is to give access and service to the abutting properties. Section 6b will be somewhat more important for general traffic circulation particularly if the contemplated shopping center is constructed. Section 6c can be designed to accommodate parking on one side. A 60' right-of-way with 40' pavement is proposed.

Street 4A. This should be a secondary connection from Bridgeway to Street 4, therefore the right-of-way need be only 50' wide. A study should be made of the possibility of building the street and reconstructing the main drainage culvert at the same time. The pavement should be 34' in width.

Streets 7 and 8. These are secondary connections that will be necessary to serve the waterfront properties and the Shopping Center. Construction of Street 7 should be coordinated with construction of a new drain to replace the two old pipes now in use. A 50' right-of-way with 34' pavement should be provided.

Street 9. This street needs a small expansion of the right-of-way, a new 48" culvert to relocate the present drain which turns south, and re-designing of the present intersection with Bridgeway, where only one point of access should exist to avoid accidents. The design of this intersection should give full consideration to the traffic pattern on Bridgeway and areas to the west of Bridgeway--in particular the possible improvement of Rodeo Avenue as a major access to Sausalito from the freeway. A 60' right-of-way with 40' pavement should be provided.

Street 10. This small loop can be one-way or two-way, depending on the amount of traffic generated by the uses served. A 40' right-of-way with 30' pavement is proposed.

Waterfront Parkway. The Marin County plan for Richardson Bay proposes a waterfront parkway extending from the northern end of Marinship to Mill Valley. The plan for the unincorporated area is very general so that it was not possible to indicate a specific connection in the Marinship plan. A more specific proposal should be developed in cooperation with the County.

Parking

2123 In addition to off-street parking provided to serve uses established within Marinship, a major parking facility should be established with connecting shuttle transit to serve visitors to the Central Waterfront Area. If feasible, this facility should be designed and located to provide parking for commutors using a regional transit system when such a system is established.

UTILITIES

Water

The water system needs improvement to give additional capacity and interconnections so that fire hydrants can be installed at spacing not to exceed 500'. The size of mains should be sufficient to provide volume to meet sustained fire flow requirements. 2130

Sewers

Additional sewer lines will be needed as properties are developed. The establishment of a system of public streets will facilitate the design and installation of sewer lines needed to complete the system. 2131

Drainage

Two drainage systems are needed, one to take care of local runoff and the other to handle storm waters originating west of Bridgeway. 2132

Gas and Electricity and Telephone

As in the case of sewers, the establishment of public streets will facilitate the design and installation of lines needed to serve properties in Marinship. All utilities shall be underground. 2133

THE SHORELINE AND WATER AREAS

Pierhead Lines

2140 No changes are recommended in the pierhead lines.

Bulkhead Lines

2141 Certain changes in the location of the bulkhead lines are recommended. These changes are proposed in order to preserve the maximum amount of usable water area while permitting the filling of certain lands presently within the tidal range. It is proposed that the bulkhead line be established at approximately the line shown on the Plan Diagram. With proper construction, the development of a shoreline at this point will assure access to water deep enough for small boats.

2142 No change is recommended at this time in the bulkhead lines at the northern end of Marinship (in the region of the Onslow-Ford and Anshen properties). Action on changes in this part of the area should be deferred until it can be coordinated with County plans for this area.

2143 With the exception of the northern end of Marinship, the bulkhead line proposed should become the permanent shoreline.

Water Areas

2144 Private lands between the pierhead and bulkhead lines should be utilized in accordance with the recommendations in this plan and the regulations of the United States Army Engineers governing water areas. Private lands beyond the pierhead line should be acquired by the City by dedication or other means and should not be counted as lot area for the purpose of determining population density, building coverage or building intensity.

STANDARDS

The following general level of minimum standards is recommended for effectuation through means of the Zoning, Site Development and Subdivision Ordinances. 2150

Floor Elevation and Building Height (all areas) 2151

Floor elevation residential occupancy	9.0 ft.[1/]
Floor elevation non-residential	7.5 ft."
Parking areas with forced drainage	6.0 ft."
Parking areas without forced drainage	7.5 ft."

Maximum height of buildings - 32 ft. measured above the adjoining ground or the lowest permissable first floor level, whichever is higher.

1/ Heights above mean sea level. The City of Sausalito has set a bench mark for the establishment of these elevations.

2152 Building Intensity and Open Space

Waterfront Apartment Area.

Maximum building coverage 1/	30%
Maximum floor area ratio 2/	.80
Minimum site area in landscaped use 3/	20%
Minimum lot area per dwelling unit in apartments 4/	1500 sq. ft.

The side yard setback should be at least one-half the height of the building but not less than five feet in any case.

1/ Areas developed with usable roof gardens may be excluded from covered areas in calculations.

2/ Ratio of total floor area in buildings (exclusive of garage or covered parking) to total net site area.

3/ Applicants may request that a portion of their property set aside as open water be credited as landscaping.

4/ The portions of parcels extending beyond the pierhead line should not be included in parcel area for the purpose of determining floor area ratio, building coverage or lot area per dwelling unit.

Commercial-Industrial Area.

Maximum building coverage	50%
Maximum floor area ratio	.70

Specific standards should be established to control emission of noise, dust, odor, smoke and vibration.

Parking Requirements

All uses should be required to provide sufficient off-street parking to accommodate the automobiles of the site occupants, employees, visitors, clients and customers. Specific requirements should be included in the Zoning Ordinance. 2153

Use	Parking Spaces*
Apartments	1.5 per D.U.
Other dwellings	2.0 per D.U.
Hotels, boatels, motels	1 per bedroom
Retail stores	1 per 250 sq. ft.
Industrial uses	3 plus 1 per 1000 sq.ft.
Restaurants and places of Assembly	1 per 100 sq. ft.
Boat harbors	1 for each 3 boat accommodations

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* D.U. means dwelling unit; sq. ft. means square feet of gross floor area.

PART V - GENERAL PLANS FOR SUB-AREAS

DIVISION 2: GENERAL DEVELOPMENT PLAN, CENTRAL WATERFRONT AREA

INTRODUCTION

2200 This plan, Part V, Division 2 of the General Plan of the City of Sausalito, is a statement of City policy for the development of the Central Waterfront Area . This General Development Plan consists of three articles. Articles I and 2 are text and Article 3 is the Plan Diagram. Together they constitute the General Development Plan. It is a guide to future development, public and private, and provides a basis for formulating specific programs and measures for achieving the goals set forth in the Plan.

2201 The policies and proposals set forth in this section of the City General Plan should be interpreted and applied in the context of the more general assumptions and community goals contained in Part I of the General Plan. Where any specific proposal in the plan for the Central Waterfront Area differs from guidelines established by Parts I, II, and III of this General Plan, the proposal for the waterfront is intended to take precedence.

2202 This plan derives from review and discussion of plan proposals prepared by William Spangle & Associates in collaboration with Eckbo, Dean, Austin & Williams. The report Central Waterfront Area, Sketch Plans for Discussion and Debate submitted in March 1967 and the proposed General Development Plan, Central Waterfront Area submitted in April 1969 provided the basic framework for review and public hearings. Other background reports and materials are on file in City Hall.

GOALS

2210 The goals of this plan are to:

1. Establish and preserve a shoreline with great visual interest and unique aesthetic quality.

2. Provide public access, including visual access, to the water to the greatest extent feasible.

3. Maintain the maximum amount of water area feasible.

4. Permit limited, carefully controlled private development along the shoreline.

5. Provide for general improvement in quality and amenity of the waterfront area.

6. Provide limited off-street parking strategically located and restricted in amount only to serve those permitted uses for which parking in close proximity is essential.

7. Control vehicular traffic entry to Sausalito to minimize disruption of Sausalito as a residential community and within the Central Waterfront Area improve the circulation system to separate pedestrian and vehicular traffic.

8. Foster major waterfront recreation facilities, including such uses as small boating facilities, a basin for sailing boats, places to sit and enjoy the waterfront, walks and other related features outboard of Bridgeway.

9. Develop the Park-Plaza as a focal point in the central area.

10. Encourage the New Town business area to develop with emphasis on resident serving commercial activities.

11. Establish, in the vicinity of Litho Street and Bridgeway, a civic nucleus, including a new City Hall, Library and parks.

12. Establish standards and criteria to guide the many important detailed design decisions for the Central Waterfront Area.

MAJOR CONCEPTS FOR DEVELOPMENT

2211 In this plan the Central Waterfront Area, extending from the peninsula north of Mono Street to a point about 700 feet south of Princess Street, is treated as a distinct sub-unit of the City of Sausalito. The plan includes features providing over-all visual and functional unity while encouraging diversity in development of individual properties. Within the area there are three sub-areas - the Central Commercial Area; the Resident Serving Commercial Area in New Town; and, outboard of Bridgeway, the area which itself divides into two definite parts - the basin north of the Sandspit and the sweep of shore extending from the tip of the Sandspit towards Tiffany Beach. Sites for a public park and public buildings are proposed in the blocks between Napa and Locust streets in New Town. Residential uses will extend up the hillsides.

2212 Bridgeway and the waters of the Bay are the primary unifying elements at present, and these features should remain as dominant elements. A system of walks is proposed along the waterfront as a further unifying feature.

2213 Outboard of Bridgeway areas are proposed to be used primarily for boat harbor, waterfront commercial, and public park purposes - or to remain as open water. Public park, and limited commercial uses would occupy the Sandspit. The Park-Plaza at El Portal is the focal point of the area. Boat harbor use is expanded north of the Sandspit, and a City waterfront park, largely on lands already filled, is proposed outboard of Bridgeway between Locust and Napa streets.

2214 To preserve the maximum amount of usable water area while permitting the limited filling of certain lands within the tidal range, it is proposed that an interior bulkhead line be established at approximately the line shown on the Plan Diagram, generally following the present limits of filled land. This should become the permanent shoreline. The pierhead line is proposed to remain at its present location along Railroad Avenue to afford a limited amount of construction over water on piles or to allow the development and/or expansion of marina use.

2215 The New Town business area is envisioned as developing primarily with resident serving commercial activities. It is proposed that a civic nucleus be established in the Litho-Bridgeway area, including a new City Hall, Library and parks.

IMPLEMENTING OBJECTIVES

2220 The goals in the previous section are very general and, if they are to be effective as policy guides, more specific objectives must stem from them. The more specific objectives should then lead to action programs to be undertaken by the City and by residents, land owners, business establishments, and organizations representing various interest groups in the City.

2221 Under subsequent headings implementing objectives are linked to each goal.

1. Establish and preserve a shoreline with great visual interest and unique aesthetic quality.

   a. The desired visual qualities set forth in this plan are guidelines for future development and should be secured through careful professional review of each proposed project taking into consideration adjacent developments, existing and proposed.

   b. The views from ground level to the skyline of the Sausalito hills provide orientation and should be protected, conserved and enhanced in future development by keeping a maximum of open space in streets, plazas and park areas.

   c. In creating, preserving and enhancing vistas, such as those toward Mt. Tamalpais and San Francisco, new overhanging signs, power poles and lines, television antennas and similar masts infringing on the vistas should not be permitted and any such existing offenders should be removed.

   d. Because views from locations at higher elevations allow the appreciation of the overall development pattern, the central waterfront should have a strong visual structure; this implies disposition of buildings, land and water in a meaningful composition.

   e. To enhance views of the waterfront from above:

      - Each new development should be particularly considered from the standpoint of shape and preservation of the maximum amount of open water close-in to the existing shore.

      - Building heights and sizes should be controlled to keep buildings in scale with surroundings.

      - Roof design, construction materials and colors should be carefully chosen; heaters, air conditioning units, stacks,

vents and ducts should be concealed or eliminated so that new developments will be pleasant to look down upon.

f. The rich visual experience along the Sausalito waterfront area is due in large part to the variety of uses present; therefore, a variety of uses is to be encouraged.

g. Variety in the waterfront should also be provided by:

- Development over water with resultant shadow patterns, clustering buildings around minor open spaces, and larger open park and landscaped parking areas.

- Avoiding developments with a sameness in the spaces created for different purposes. This includes open spaces which in their total might add up to a sizeable area, but because of lack of concentration create in reality a sameness devoid of importance.

h. An entry sequence into the main part of Sausalito from the north should be established. The waterfront area, New Town and downtown areas should be clearly identifiable components.

i. A waterfront park at the northern end of the study area between Locust and Napa streets, outboard of Bridgeway, utilizing the existing land form reinforced with earth-mounding and contouring would offer relief from, and contrast to, the remainder of the waterfront.

j. The six service stations along the northern portion of Bridgeway form an unpleasant visual impression. They should be redesigned to make them more attractive using softer textured materials and colors, and smaller more visually pleasing signs.

2. <u>Provide public access, including visual access, to the water to the greatest extent feasible.</u>

a. The public should be able to walk or ride bicycles along most of the waterfront with priority being given to those on foot. Automobiles should be kept back from the water's edge. Public access should be permitted to the outer reaches of all boat harbors.

b. A continuous pedestrian system is desirable with loop routings to avoid the necessity of doubling back. The walk system should be designed to connect major centers of activity, and to provide opportunities for scenic views.

c. Every development should be carefully considered in the context of being viewed from all places from which it would be

visible to evaluate visual impact and to assure preservation of substantial open views to and from the water.

3. Maintain the maximum amount of water area feasible.

   a. The amount of water area to be retained will depend upon the community's ability to acquire or otherwise preserve such open area.

   b. Marinas and boat harbors should be encouraged and development requiring filling or structures on pilings minimized.

4. Permit limited, carefully controlled private development along the shoreline.

   a. The amount of development permitted on the shoreline should be consistent with the provision of a high quality, uncrowded, water-oriented development.

   b. The amount of development should be consistent with the development intensities permitted elsewhere in Sausalito and should not overburden roads, parking areas and other support facilities.

5. Provide for general improvement in quality and amenity of the waterfront area.

   a. On Bridgeway south of the Park-Plaza, the solid linear massing of buildings against the hill, should be retained and extended because it permits direct visual contact with the bay and affords "across-the-bay" views.

   b. Since exposure to the water area is Sausalito's major asset, the shape of the shoreline and nature of the edge should be designed to relate to and improve what exists in both the natural and manmade land forms.

   c. Appreciation of the waterfront at ground level will be enhanced if the meeting of land and water at the shoreline is clearly defined. Appropriate structures such as flagpoles and lower markers can emphasize the edge.

6. Provide limited off-street parking strategically located and restricted in amount only to serve those permitted uses for which parking in close proximity is essential.

   a. To serve the demands of tourists, provide additional parking in the Marinship area with frequent shuttle service connecting

to the Central Waterfront Area.

7. Control vehicular traffic entry to Sausalito to minimize disruption of Sausalito as a residential community and within the Central Waterfront Area improve the circulation system to separate pedestrian and vehicular traffic.

   a. Provide for major access into the Central Waterfront Area from the north only.

   b. Establish special traffic controls to operate when needed to minimize traffic flow into the Central Waterfront Area.

8. Foster major waterfront recreation facilities, including such uses as small boating facilities, basin for sailing boats, places to sit and enjoy the waterfront, walks, and other related features outboard of Bridgeway.

9. Develop the Park-Plaza as a focal point in the central area.

   a. The potential enjoyment of an uncluttered Park-Plaza area designed as a pedestrian plaza is so great that a long-range program should be developed for eventually relocating auto areas near to, but outside of, the central plaza area.

   b. Because the Yacht Club needs berthing space, dry boat storage, launching space, and parking space that cannot be reasonably supplied in its present location, a more suitable site should be found.

   c. The existing elements of Vina del Mar Park which are arranged in an enclosing design should be redesigned to increase freedom of pedestrian circulation through the area. Until such time as Parking Lot No. 1 located to the east of the park is removed, or substantially modified to create a more pleasant visual experience, the park should remain in its present form. Regrading and landscaping of Parking Lot No. 1 and its ultimate conversion to an extension to Vina del Mar park should be the subject of a Park Plaza Plan.

   d. The ferryboat Berkeley is a positive visual asset in the Park-Plaza area, but it is readily movable so the possibility always exists that it might be relocated. If removed from the Park-Plaza area, it would open up a wider panoramic view, and the activity in its immediate area would be somewhat decreased. The boat would retain its visual value and drawing power in any other equally good area, if properly sited, and would generate valuable side effects because of its magnetic power.

10. Encourage the New Town business area to develop with emphasis on resident serving commercial activities.

11. Establish a civic nucleus in the Litho-Bridgeway area for a library and future City Hall and park.

12. Establish standards and criteria to guide the many important detailed design decisions for the central waterfront area.

    a. The existing relatively small scale textural pattern of the waterfront resulting from boats in their boat harbor slips, and small buildings in groups should be retained.

    b. Criteria for new construction in the waterfront area should cover location, relation of one structure to another, height, size, exterior materials, color, and design character.

    c. All buildings outboard of Bridgeway should have a "waterfront character". Others located inboard should be compatible with "Sausalito character".

    d. The use of highly reflective materials should be restricted, and the use of wood and stucco in character with the older buildings should be stressed.

    e. Signs should vary from storefront to storefront so as to be related to the size, color and material of the storefront, the nature of the business, and the location on the street. However, some order and uniformity should be expected because of the common function of the signs and the similar viewpoints from which they are observed.

    f. The number of projecting signs should be minimized and businesses encouraged to place signs flat on storefronts. This in itself would do a great deal in unclutter-ing Bridgeway. The importance of relationships between signs on adjacent buildings should be stressed. Where there is more than one shop in a small building, a common area should be used for all signs as well as signs for identification of the second floor uses. Illuminated signs should be lighted by reflected light only and restricted in brightness.

    g. Lighting for public spaces that are developed in the central waterfront area should be carefully designed. As can be seen in the Vina del Mar, the planted areas absorb a great amount of light at night. The level of illumination should not be overly high, however. As an example, around Christmas, low level,

colored lights are placed in the large Cedar in the park with great success. This effect can be achieved in a permanent, more subtle way that would add visual delight as well as providing an adequate level of utilitarian lighting.

h. All pedestrian spaces such as parks, esplanades and walkways should have lighting fixtures of appropriate design to differentiate and identify such spaces from the other land uses. The lighting of public spaces should provide variety within an overall unified scheme.

2230 The elements of the plan include land use, circulation and utilities. Each element elaborates and extends information shown on the Plan Diagram, Article 3, of this plan, and sets forth principles and standards for development and use. The Plan Diagram is intended to show general relationships and general extent of uses and facilities and is not to be considered specifically binding as to exact location or extent of particular uses, facilities or local streets.

LAND USE ELEMENT

2231 This element includes guidelines for land occupancy and describes the location and distribution of land uses. Land use interrelationships and land use circulation relationships are also defined. The acreages of the various proposed land uses are given in Table 1 (Land Areas by Use Category). This plan deals with the following categories of areas and uses: open water areas, planting and open space areas, public park, civic buildings, auto parking, waterfront commercial upon land, waterfront commercial over water, boat harbor, central commercial, resident serving commercial, and medium high and high density residential areas. These areas and the areas designated for waterfront uses in Marinship are indicated on the Plan Diagram and described in paragraphs below.

Open Water Areas

2232 The open water areas shown on the Plan Diagram are intended for navigation, access to marinas and docks, mooring of small boats and visual enjoyment. They serve as one of the major unifying elements for Sausalito's Central Waterfront Area.

Planting and Open Space Areas

2233 Areas in this category indicated on the Plan Diagram are intended to serve three purposes: to provide space for planting to screen auto parking from view; to provide space for tree planting to develop a strong element of visual continuity (a "tree frame"); for other landscape treatment to protect views by keeping some spaces open and unobstructed. Areas along Bridgeway in general would serve the first two purposes; the areas on the tip of the Sandspit, the latter purpose. A landscape design plan and planting plan should be prepared as a guide to future development of these areas.

Public Parks

2234 Areas in this category indicated on the Plan Diagram include the presently developed Princess Park, the Park-Plaza (a proposed expansion of Vina del Mar park) and a park and public use complex proposed

for several blocks in the Litho Street-Bridgeway area. The proposed new and expanded park areas are discussed below.

2235 The Park-Plaza is shown extending from Bridgeway and El Portal out along the eastern shore of the Sandspit. This park would be of a nature in keeping with the "downtown" location. The park would include walks and be a setting for outdoor display areas, a small amphitheater, and other facilities for casual use. It is a highly urban open space and should be so designed.

2236 The Central School site is proposed for future public use. This should be developed with courts and game fields for active use to serve the residents of the central portion of the City. The adjoining block between Caledonia Street and Bridgeway is also recommended for park use.

2237 In addition, a public park is proposed outboard of Bridgeway in the area indicated on the Plan Diagram between Locust and Napa streets. Envisioned here is a park with primary emphasis on water-related activities. Thus the park would include a small boat basin, a smaller pool of water extending towards Bridgeway, places to sit and enjoy the water, walks, and other related features. This particular location is well suited to this use since it is in the lee of the hill which rises to the west. The major portion of the lands between Litho and Napa streets has been acquired by the City.

In addition to park use, the sites in the general Litho-Bridgeway area could, with appropriate design and site planning, accommodate the Library, City Hall and similar public buildings. 2238

Civic Buildings 2239

Library: The library is proposed to be located in the Litho-Bridgeway area.

City Hall: It is proposed that in the future a new City Hall be built in the Litho-Bridgeway area, in the vicinity of or adjacent to the Library.

Fire Station: The Fire Station is shown at the present site. Exit movements from this location are somewhat difficult and additional traffic control measures should be instituted.

Police Station: The Police Station is shown as remaining in its present location.

Auto Parking

As masses of parked vehicles are unsightly and should therefore be avoided, vehicle parking within the Central Waterfront Area should be regulated in such a manner to require limited off-street parking only to serve those uses for which parking in close proximity is essential. In addition to minimum requirements, maximum parking limits should be established to further control the amount of parking which may be provided. The present requirements for the 2240

Central Waterfront Area should be re-evaluated and adjusted to reasonably reflect this approach. In all instances, however, greater emphasis should be applied to the design of parking facilities so as to enhance the appearance of such facilities through landscaping and other means. Parking on structures built on piles or piers should be avoided.

2241 Parking for the resident serving commercial area along Caledonia Street should be provided in public facilities or on-site where parcels are large enough to develop efficient use of space. An overall design should be developed to guide private and City actions. In some of the blocks between Bridgeway and Caledonia Street, consideration should be given to development of a complete lower level of parking entering off Bridgeway. An approach should be explored that would permit the City to develop the parking on the lower level with residual rights in the land retained in the present owners permitting them to develop commercial uses with entrances from Caledonia Street. A similar solution would be possible on the west side of Caledonia with parking on an upper level and access from the side streets.

2242 A realistic system of in lieu payments and credits for on-site parking should be developed. Spaces in public lots should be reserved for Sausalito residents for use free or by payment of a nominal fee. The fee structure for non-residents should be set high enough to yield returns to amortize the public investment and cover operating costs. Arrangements for parking fee validation should be made where feasible without unduly increasing operating costs of the parking lots.

2243 The parking lots, in addition to their primary role, should be treated as important open spaces and this should be an overriding consideration in their design, development and operation. Appropriate tree and screen planting should be installed as a part of the original construction of each lot. The design and development of the parking areas will be a critical factor in the visual quality of the entire Central Waterfront Area.

Waterfront Commercial

2244 Areas designated for waterfront commercial uses are in two categories, on dry land and over water. The differences between development in these two categories would be in type of structure and uses permitted. In the areas designated "over water" structures would be required to be on piling, floating, or otherwise suspended over water.

2245 The following types of uses are generally appropriate for areas designated for waterfront commercial use: marine uses including piers and wharves, boat docks, limited boat service and boat rentals. The following additional uses, in the main, would be appropriate only in the dry land areas: dry boat storage, service and repairs; building and sales of small boats; water taxis and sport fishing centers; retail sales and personal service shops; studios and offices; restaurants, bars, and boatels.

2246 Additionally, a building line is to be established one hundred (100) feet northeast of and parallel with the proposed bulkhead line in between which structures might be constructed "over water", said building line to be measured perpendicularly from the proposed bulkhead line. This will maintain the convoluted configuration of the shoreline. Further use flexibility, i.e., the establishment of a limited type and number of dry land type uses which would be of benefit to the public and which would provide greater public access to the water, may be permitted beyond the building line as part of a Planned Unit Development, provided that any such extension beyond the building line does not exceed one hundred (100) feet and that a corresponding amount of open water is maintained between the building and bulkhead lines.

2247 Boat Harbors

Boat harbor use is expanded north of the Sandspit to Litho Street on an optional basis should the individual land owners elect not to transfer the Floor Space Credits inboard.

2248 Central Commercial

An area for this class of use is proposed in the Bridgeway-midtown section. The contemplated range of uses--convenience goods and services to shopping goods--would be almost identical to those uses enumerated in the Zoning Ordinance for the Central Commercial Zoning District. The present building bulk regulations, however, should be revised to further limit allowable floor area in order to keep parking space demand in balance with the amount of parking space that can be made available without sacrificing amenity and convenience. Additional parking should be assured before authorization is given for added floor space for properties in this area.

Resident Serving Commercial

A resident serving commercial center is proposed 2249
west of Bridgeway, south of Napa Street, westerly of Caledonia Street and northerly of Caledonia Street extended to Bridgeway to provide space for convenience goods and service shops primarily to serve residents of Sausalito. New Commercial District Regulations should be adopted in the Zoning Ordinance for uses contemplated for this area. Design solutions should foster safe, pleasant, pedestrian movement and minimize vehicular traffic in this center. It is anticipated that by relating this area more closely to the waterfront lands by pedestrian links and vistas, the quality would be enhanced and the area would become more attractive. Major rebuilding would be needed and off-street parking should be provided as a part of any rebuilding in this area. Public action will undoubtedly be required.

Residential

Two residential density categories are shown on the 2250
Plan; high density and medium high density. These correspond to the densities permitted by present

zoning regulations for these areas. A major objective in the New Town area will be to encourage multiple-family development in well designed buildings with good site arrangements. The basic problem is the prevalence of small parcels in separate ownerships.

2251 Standards

The standards set forth below are recommended for effectuation through means of the Zoning Ordinance or a Specific Plan. These standards should be used as general guides with more specific details to be included in the regulatory ordinances themselves. The standards in this Plan should not be construed as being rigidly controlling for all uses or situations. They provide a guide to the total amount of activity that can reasonably be accommodated while securing the desired goals and objectives for development and use of the waterfront. The regulatory ordinances should deal with more specific uses and situations and provide for the range of conditions anticipated.

2252 General, Standards Applying to All Areas: Structures and open parking areas should conform with the following standards for minimum elevation above the level of mean lower low water:

Floor elevation residential occupancy	+11.9 ft.
Floor elevation non-residential	+10.4 ft.
Parking areas with forced drainage	+ 8.9 ft.
Parking areas without forced drainage	+10.4 ft.

Maximum height of buildings: 32 ft. measured above the adjoining ground or the lowest permissible first floor level, whichever is higher; height of floating structures measured from three feet above the waterline.

Standards for Central Commercial Area: 2253

Maximum building coverage	100%
Maximum floor area ratio	1.30
Required parcel area sq.ft. per dwelling unit	1500

Standards for Resident Serving Commercial Area: 2254

Maximum building coverage	70%
Maximum floor area ratio	1.30
Required parcel area sq.ft. per dwelling unit	1500

Standards for Waterfront Commercial Area: Maximum building coverage 30%. In the Waterfront Commercial Area the basic control over the intensity of use would be through a system of Floor Space Credits. For the purpose of applying Floor Space Credit standards, lands are divided into categories inboard and outboard of Donahue Avenue and further classified as dry if above +8.0' mean lower low water and submerged if below that elevation as indicated on the Photo Contour Maps of the City of Sausalito, scale 1" = 100' dated December, 1968. In addition, all areas of submerged lands covered on December, 1968 by fixed permanent structures in sound condition (other than piers used only for 2255

traffic circulation or access) with floors or decks above 8.0 feet m.l.l.w. datum and designed and constructed to conform with Uniform Building Code Live Load Standards for type of structure and occupancy are counted as dry land. The amount of floor space allowable on any parcel thus depends on its physical characteristics and location. The square footage of floor space would be determined by applying the following factors to the parcel area or portions thereof:

Dry land, inboard	.55
Dry land, outboard	0.25
Submerged land, inboard	0.15
Submerged land, outboard	0.05

2256 Where Floor Space Credits are not fully utilized on the site where they accrue, they may be transferred to another site. For this purpose each square foot of site in boat harbor use is deemed to be equivalent to 0.10 sq.ft. of floor space.

CIRCULATION ELEMENT

2257 The street system will be so arranged that most traffic from the south enters Sausalito from the north, i.e., the heavy traffic which now enters via Alexander Avenue will in the future enter the Manzanita Gateway or Rodeo Avenue. During periods of major flow into Sausalito, traffic would enter from the north along Bridgeway, which should be widened to four lanes to accommodate this traffic. To minimize vehicular penetration into the Central Waterfront Area, a major parking facility would be provided in the Marinship Area and a shuttle system utilized to transport visitors to the Waterfront Area. When parking in the Central Waterfront Area is full, vehicles proceeding south on Bridgeway would be redirected to the Marinship parking facility utilizing either a turning loop or a collector street through the Marinship Area. Traffic control devices located in the vicinity of the Marinship parking facility and at the turn-back would be required to carry out these proposals.

UTILITIES ELEMENT

Water

The water system should be fully inter-connected and of adequate capacity with fire hydrants installed at spacing not to exceed 500 feet. The size of mains should be sufficient to provide volume to meet sustained fire flow requirements. 2258

Sewers

Additional sewer lines will be needed as properties are developed. Boats and other floating structures with human occupancy should be connected to a sewer line if docked or moored for more than 24 hours. 2259

2260 Drainage

Drainage should be designed to take care of local runoff and to handle storm waters originating west of Bridgeway.

Gas and Electricity and Telephone 2261

Existing overhead power and communication lines should be removed and all new and replacement lines should be installed underground or suspended below piers.

TABLE 1 - LAND AREAS BY USE CATEGORY

	Acres 1/
Central Commercial	5.7
Resident Serving Commercial	8.0
Waterfront Commercial on land	13.9
Waterfront Commercial over water	7.2
Boat Harbor or Open Water	47.0
Auto Parking	4.7
Public Park	14.6
Planting and Open Space	4.9
Open Water 2/	14.1

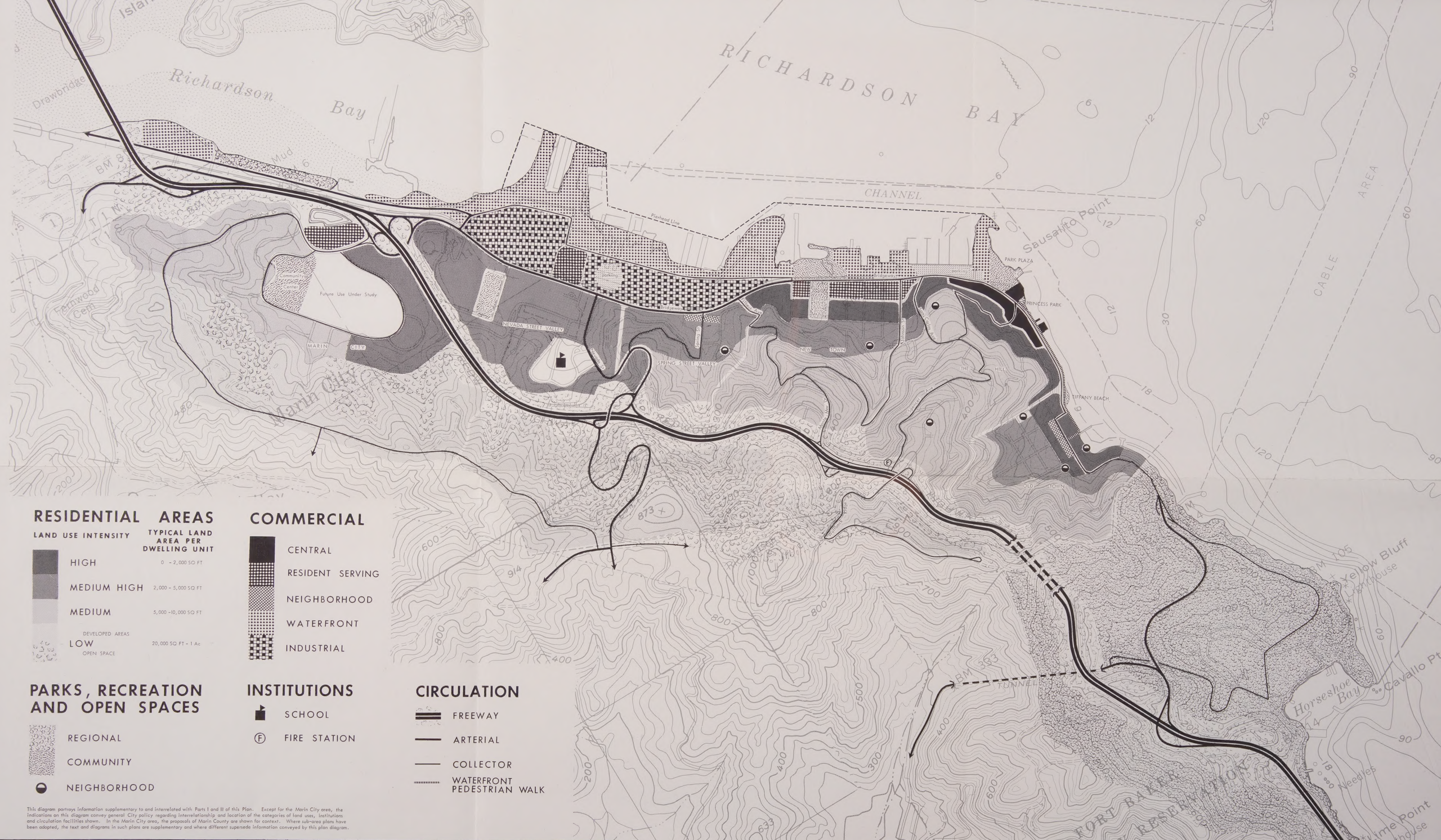
Pedestrian Walk 12,200 lineal feet or 2.3 miles

Medium High & High Density Residential - Included in Part II of the Sausalito General Plan

Marinship Waterfront Uses - Outside the Central Waterfront Planning Area

1/ Areas outboard of Bridgeway measured in gross area, inboard in net area

2/ Portion between pierhead line and existing channel only, labeled



This diagram portrays information supplementary to and interrelated with Parts I and II of this Plan. Except for the Marin City area, the indications on this diagram convey general City policy regarding interrelationship and location of the categories of land uses, institutions and circulation facilities shown. In the Marin City area, the proposals of Marin County are shown for context. Where sub-area plans have been adopted, the text and diagrams in such plans are supplementary and where different supersede information conveyed by this plan diagram.

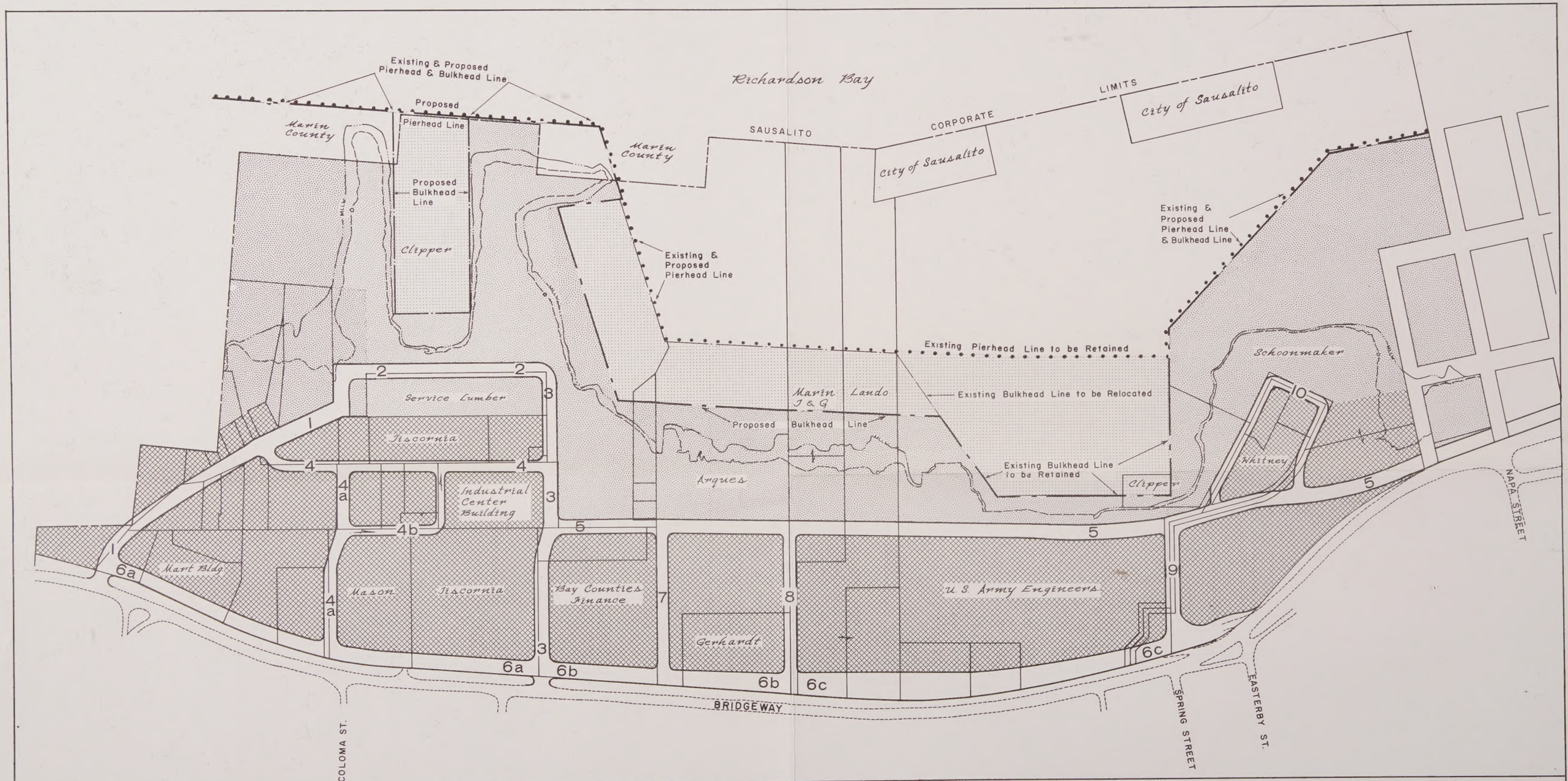
GENERAL PLAN PART III PLAN DIAGRAM

CITY OF SAUSALITO, CALIFORNIA

GENERAL PLAN STUDIES

WILLIAM SPANGLE & ASSOCIATES
CITY & REGIONAL PLANNERS

The preparation of this map was financed in part through an urban planning grant from the Housing and Home Finance Agency under the provisions of Section 701 of the Housing Act of 1954 as amended



0 100 200 300 400
SCALE IN FEET

JULY 1963

WILLIAM SPANGLE & ASSOCIATES
CITY & REGIONAL PLANNERS

PROPOSED LAND USE

- COMMERCIAL - INDUSTRIAL AREA
- WATERFRONT AREA
- WATERFRONT AREA BEYOND BULKHEAD LINE
- 3 PROPOSED STREETS (Numbers shown identify sections discussed in text)

Owners' names shown for reference only.

- PROPOSED BULKHEAD LINE
- EXISTING PIERHEAD LINE (NO CHANGE)
- PROPOSED PIERHEAD & BULKHEAD LINE
- EXIST. BULKHEAD LINE TO BE RELOCATED
- PARCEL LINES (For reference only)
- SHORELINE - MEAN SEA LEVEL
- MEAN LOWER LOW WATER (-2.88')
- SAUSALITO CORPORATE LIMITS

GENERAL PLAN (PLAN DIAGRAM) FOR THE MARINSHIP AREA CITY OF SAUSALITO, CALIFORNIA

RESOLUTION NO. 2598

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAUSALITO FOR AMENDMENT OF SECTIONS 228, 229 AND 230 TO UPDATE THE GENERAL PLAN IN REGARD TO THE NEVADA STREET VALLEY AND TO PROVIDE DEVELOPMENT GUIDELINES FOR THE WHISKEY SPRINGS PROPERTY.

WHEREAS, the Planning Commission and the City Council have held the necessary public hearings on the Proposed Amendments to the General Plan, dated 1970,

NOW, THEREFORE, IT IS HEREBY RESOLVED, ORDERED AND DECLARED AS FOLLOWS:

That Sections 228, 229 and 230 of the Sausalito General Plan be amended to read as follows:

Section 228 Nevada Street Valley is shown entirely in the medium-high intensity category. Development in this pattern would result in an overall intensity of about 15 dwelling units per net acre--the highest overall density for the residential units in the Planning Area.

Section 229 8.3 acres of this residential unit is presently unincorporated; however, it should be annexed to the City. Already the area has a mixture of dwelling types ranging from single-family to multi-family dwellings. It is recommended that the area include a variety of dwelling types. The location of two public schools and a proposed community park within this area create two strong positive factors encouraging high quality residential development.

The Whiskey Springs property should be developed with a mix of residential density. Lower density, lower profile development of a relatively open character should be provided adjacent to Tomales Street, Coloma Street and Bridgeway with clustering of higher density townhouse and/or apartment units in the center of the project. No land division should be approved without establishing the allowed density of each parcel.

Vehicular access to the area should be available only from Bridgeway. Special soundproofing measures should be provided to protect

units fronting Bridgeway. Emphasis should be placed on landscaping and setback at the Bridgeway-Coloma intersection.

The Willow Grove area, comprised of the area generally at the intersection of Nevada Street and Bridgeway, extending to approximately 30 feet northerly from the top of the bank of the existing creek, should be reserved as a nature preserve and should contain no structures or improvements other than paths for nature walks.

PASSED AND ADOPTED at a meeting of the City Council of the City of Sausalito on the 17th day of February, 1976, by the following vote:

AYES: Councilmen: Autumn, Bonnett, Stanford, Sweeny, Mayor Heynneman

NOES: Councilmen: None

ABSENT: Councilmen: None

MAYOR OF THE CITY OF SAUSALITO

ATTEST:

CITY CLERK

RESOLUTION NO. 2650

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAUSALITO AMENDING THE SAUSALITO GENERAL PLAN BY REVISING DESIGNATION OF THAT CERTAIN AREA COMMONLY REFERRED TO AS THE "RAILROAD RIGHT-OF-WAY" FROM JOHNSON STREET TO MONO STREET

WHEREAS, the Planning Commission of the City of Sausalito, after public hearings, held in accordance with the requirements of the Planning and Zoning Law, has recommended that the Sausalito City Council amend the Sausalito General Plan by changing the designation of that certain area commonly referred to as the "railroad right-of-way" from Johnson Street to Mono Street; and

WHEREAS, the Sausalito City Council, in accordance with the Planning and Zoning Law, has held public hearings on said recommendation;

NOW THEREFORE, it is hereby resolved, ordered and declared as follows:

1. That the Sausalito General Plan be and the same is hereby amended by amending all maps and diagrams contained therein to designate the so-called "railroad right-of-way" from Napa Street to Johnson Street as "Waterfront Commercial."

2. That the Sausalito General Plan be and the same is hereby amended by amending all diagrams and maps contained therein to designate the so-called "railroad right-of-way" bounded by Napa Street, Bridgeway, Mono Street and Lot No. 26 of the Official Map of the Lands of the Sausalito Land and Ferry Company as "Commercial Industrial Area"; provided that the General Plan diagram Article 3 shall be amended for the land area described in this paragraph to change the proposed land use from "planting and open space" to "marinship industrial uses."

3. That the Sausalito General Plan be and the same is hereby amended by amending Section 2221, subdivision 12 thereof, by adding a new subsection (i) thereto to read as follows:

"(i) Design considerations for the development east of Bridgeway between Napa and Johnson Streets shall balance the following objectives:

a. Preservation of views down streets perpendicular to Bridgeway;

b. Preservation of open space vistas into Dunphy Park from Bridgeway;

c. Access to Dunphy Park;

d. Provision of landscaping and/or space between structures and Bridgeway;

e. Provision of adequate light, air and privacy for ark residents east of Bridgeway between Pine and Johnson Streets."

4. There shall be endorsed upon the Sausalito General Plan on file in the office of the City Clerk of the City of Sausalito a notation of the adoption of this resolution amending said General Plan.

5. The foregoing amendments to the Sausalito General Plan are adopted, notwithstanding any adverse environmental effects resulting therefrom, in view of the following overriding considerations:

(a) The City of Sausalito is required to allow private land use for privately held land;

(b) The potential adverse impact of obscuring views into Dunphy Park can be mitigated by project design considerations;

(c) Although there are General Plan land use designations more restrictive which might result in

less traffic impact than those resulting from the amendments contained in this resolution, the land use designations of adjacent properties creates an unreasonable relationship with any other land use designation;

(d) The design considerations contained in the amendment to Section 2221 of the General Plan will encourage the preservation of views, access and relationships which currently exist on adjacent parcels.

PASSED AND ADOPTED at a meeting of the City Council of the City of Sausalito on the 23rd day of November, 1976, by the following vote:

AYES: Councilmen: Autumn, Bonnett, Sweeny

NOES: Councilmen: De Bruyn, Mayor Stanford

ABSENT: Councilmen: None

MAYOR OF THE CITY OF SAUSALITO

ATTEST:

CITY CLERK

RESOLUTION NO. 2660

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAUSALITO AMENDING PARAGRAPH 230 OF THE SAUSALITO GENERAL PLAN RELATING TO DEVELOPMENT DENSITY IN THE WOLFBACK RIDGE AREA

WHEREAS, the Planning Commission of the City of Sausalito, after public hearings held in accordance with the requirements of the Planning and Zoning Law, has recommended that the Sausalito City Council amend the Sausalito General Plan as hereinafter set forth; and

WHEREAS, the Sausalito City Council, in accordance with the Planning and Zoning Law, has held public hearings on said recommendation:

NOW THEREFORE, it is hereby resolved, ordered and declared as follows:

1. The Sausalito General Plan is hereby amended by amending paragraph 230 thereof to read as follows:

> "Wolfback Ridge extends along the steep slope above the freeway. Access is limited to Wolfback Ridge Road and Rodeo Avenue. The steep terrain and difficult access make intensive development in this area inadvisable. Low density development will continue to be appropriate. Intensity of development should not exceed one dwelling unit per acre except for the immediate area in the vicinity of and south of Wolfback Ridge Road south of the Sausalito Land & Ferry Company property where the development shall not exceed one dwelling unit/20,000 square feet.
>
> "A variety of types of development should be permitted ranging from single-family dwellings on large lots to cluster development and multi-family buildings on suitable sites. Buildings should be clustered on ridges and knolls and the canyons preserved in their native state. Careful consideration will need to be given to provision of off-street parking and fire protection."

2. There shall be endorsed upon the Sausalito General Plan on file in the office of the City Clerk of the City of Sausalito a

notation of the adoption of this resolution amending said General Plan.

PASSED AND ADOPTED at a meeting of the City Council of the City of Sausalito on the 21st day of December, 1976, by the following vote:

AYES: Councilmen: De Bruyn, Sweeny, Mayor Stanford

NOES: Councilmen: Autumn, Bonnett

ABSENT: Councilmen: None

/s/ SALLY STANFORD
MAYOR OF THE CITY OF SAUSALITO

ATTEST:

/s/ JANET F. TRACY
CITY CLERK

Wolfback Ridge
TOWN LINE
ISLAND BEACH
MINNESS PARK
SPRING STREET
1900
1600
1400
1300
1200
1100
1000
900
800
700
500
400
300
12
6

RESOLUTION NO. 2663

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAUSALITO AMENDING THE SAUSALITO GENERAL PLAN TO MAKE THE SAME CONSISTENT WITH THE SAUSALITO ZONING ORDINANCE AND TO REVISE CERTAIN LAND USES PROVIDED FOR THEREIN

WHEREAS, California Government Code Section 65860 provides that the City zoning ordinance shall be consistent with the City General Plan; and

WHEREAS, it appears that certain provisions of the Sausalito General Plan are inconsistent with the Sausalito zoning ordinance; and

WHEREAS, the Planning Commission of the City of Sausalito, after public hearings held in accordance with the requirements of the Planning and Zoning Law, has recommended that the Sausalito City Council amend the Sausalito General Plan to obtain the required consistency; and

WHEREAS, the Planning Commission of the City of Sausalito, after public hearings held in accordance with the requirements of the Planning and Zoning Law, has also recommended that the Sausalito City Council amend the Sausalito General Plan by changing certain land uses provided for therein; and

WHEREAS, the Sausalito City Council, in accordance with the Planning and Zoning Law, has held public hearings on said recommendations:

NOW THEREFORE, it is hereby resolved, ordered and declared as follows:

1. In order that the Sausalito General Plan and the Sausalito zoning ordinance shall be consistent, the Sausalito General Plan shall be and the same is hereby amended by revising the text thereof

in accordance with that certain document entitled "Consistency Amendments to the General Plan" which document is attached hereto marked Exhibit "A" and incorporated herein by reference.

2. That the Sausalito General Plan be and the same is hereby further amended by amending the text thereof to repeal Section 2246, and to revise Sections 2103, 2104 and 2245 to read as set forth in that certain document entitled "Land Use Amendments" marked Exhibit "B" and attached hereto and incorporated herein by reference.

3. There shall be endorsed upon the Sausalito General Plan on file in the office of the City Clerk of the City of Sausalito a notation of the adoption of this resolution amending said General Plan.

PASSED AND ADOPTED at a meeting of the City Council of the City of Sausalito on the 21st day of December, 1976, by the following vote:

AYES: Councilmen: Autumn, Bonnett, Sweeny

NOES: Councilmen: De Bruyn, Mayor Stanford

ABSENT: Councilmen: None

MAYOR OF THE CITY OF SAUSALITO

ATTEST:

Janet F. Tracy

CITY CLERK

CONSISTENCY AMENDMENTS TO THE
GENERAL PLAN

CONSISTENCY AMENDMENTS TO GENERAL PLAN

MAJOR COMMUNITY GOALS

101 6. Provide and improve new civic, cultural and recreational facilities primarily for the use of residents ~~for local use~~ in the Central Waterfront Area.

FUNCTIONAL ORGANIZATION

103 The Central Waterfront Area, occupying the heart of the City and stretching from Marinship to mid-block south of Princess Street, is the locus for resident and tourist-serving facilities--civic, recreational and commercial. This is the area in which the existing character must be very carefully protected, with space given over to the automobile kept to an absolute minimum. This is the area of highest concentration of people. Tourist-serving facilities should be confined to the area shown as Central Commercial on the Part V Plan Diagram, Article 3 in order to prevent the extension of major automobile and visitor activity to other areas. The area shown on the Part V Plan Diagram, Article 3 as Commercial Waterfront, Harbor and Open Water should include resident-serving and marine-oriented uses that preserve the area's waterfront character.

EXHIBIT "A"

Holding Capacity:

208 Table II entitled "Population and Dwelling Units, 1966 and Holding Capacity", sets forth acreage, intensity and population holding capacity information for each of the residential units. The holding capacity figures represent the maximum population that would be reached if: a) all of the vacant land in the Planning Area were developed to the maximum intensity indicated in this Plan; b) some existing low intensity residential uses were to be replaced with other residential uses at the highest intensities recommended herein; c) the number of persons per household remained essentially as at present. Thus, the replacement of many older single-family dwellings with duplexes and multi-family buildings is assumed in the holding capacity figures. ~~In addition, it is recognized that the waterfront commercial area north of Nevada Street could house a population of substantial size. The holding capacity figure used for this area assumes that approximately 40% of the area would be developed for residential use. The percentage of waterfront area in residential use could easily be higher or lower and thus affect the holding capacity somewhat.~~

209 As indicated in Table 11, a considerable population increase is possible within the City of Sausalito--from about 6800 in 1966 to about 11,700 ~~13,000~~ at maximum holding capacity. It is probable, however, that the high holding capacity will not be reached. Many factors operating in the housing market work to preclude total development of all lands to maximum permissible intensities.

213 Description:

Seven residential units are shown on the Plan Diagram: Old Town, The Hill, New Town, Spring Street Valley, Nevada Street Valley, Wolfback Ridge, and Marin City. Each unit has a character which tends to give it identity. The differences are largely those of topography, street layout, and pattern and type of building development. In general, the residential units are not visibly separated or different along distinct lines. The boundaries shown on the Plan Diagram are somewhat arbitrary and are intended in the main to identify limits of the units for statistical purposes. ~~In addition to these defined residential units some residential development for permanent occupancy is contemplated in the Marinship area.~~

233 ~~The Waterfront is not a residential unit in the same sense as the other units. Some water oriented residential uses are recommended in combination with other uses here. Limited amounts of transient housing in the form of hotels and motels carefully integrated into the overall design for the area would be appropriate. Housing for permanent occupancy should be restricted to the Marinship portion of the waterfront area.~~

234 ~~The population holding capacity for this area shown on Table I is based on the assumption that about 40 percent of the Waterfront Commercial area will be developed for residential use. The exact percentage devoted to residential use will undoubtedly vary, however, it is important that a variety of uses be permitted along the waterfront. No single use can be allowed to dominate if the desired variety and interest are to result.~~

235 ~~Additional proposals for this area are included in Part V of the Sausalito General Plan - the general development plans for Marinship and the Central Waterfront Area.~~

237 Objectives:

2. Along the waterfront, Provide for carefully controlled commercial development compatible in scale and intensity of development with the function of the City as a residential community.

3. ~~Provide, along the waterfront, for those commercial uses that require or benefit from such a location and are compatible with other objectives of the General Plan.~~ For the Waterfront and Commercial Waterfront areas, uses should be primarily waterfront uses that are dependent on a waterfront location.

4. In the commercial industrial area of the Marinship, provide employment opportunities ~~and goods and services not offered elsewhere~~

272 Limited off-street parking is proposed in the Central Waterfront Area, strategically located and restricted in amount, and intended to serve those uses permitted in this area which require parking nearby. ~~To meet the demand for additional parking for visitors, a major automobile parking facility is planned for Marinship, with frequent shuttle service connecting with the Central Waterfront Area.~~ Elsewhere in the Planning Area, parking should be provided in smaller common parking lots or on-site with the individual uses requiring parking.

Transit

276 The Plan Diagram does not show transit facilities. Sausalito needs and will continue to need adequate transit to connect the City with San Francisco and other parts of the Bay Area. ~~The form of this system is not known at the present time -- whether it will continue to be bus, perhaps by water, or a new transit facility on a new route and alignment.~~ Any major transit plans would have a major bearing on the future of Sausalito and should be reviewed in relation to general community goals. ~~The proposed parking area in Marinship might become a facility for joint use with a regional transit system.~~ The feasibility of developing some form of local transit service should be studied. Possible functions of local transit include feeder service to a regional system; ~~a connector from Marinship and the "visitor" parking lot to the central area;~~ service to the school; and service for the convenience of residents for local trips shopping, to the library, parks, city hall or other places. The feasibility of jitney service should be examined. This could involve an additional service by local taxi companies or use of small buses.

PART V - GENERAL PLANS FOR SUB-AREAS
DIVISION 1: GENERAL DEVELOPMENT PLAN, MARINSHIP

OBJECTIVES

2101 The objectives of this plan are:

1. To protect the waterfront area and promote ~~development that will benefit from water-front location.~~ diversified water-dependent uses.
2. ~~To enhance the possibility for development of other lands in Marinship with uses that will be compatible with existing uses and at the same time lead to higher quality development in keeping with the locational advantages of the site.~~

   To promote the development of other lands in the Marinship with industrial uses and uses compatible with an industrial area.

LAND USES

2102 Two distinct land use areas are proposed and indicated on the Plan Diagram. One is the ~~Commercial~~ Industrial area covering the inshore portion of Marinship and the other is the Waterfront area. A limited amount of retail service establishments for residents may be included within the industrial area.

In general, the proposed road which has been called ~~Harbor Drive~~ Road No. 5 forms the boundary between the two use areas. However, in the northern portion of the area the boundary deviates from ~~Harbor Drive~~ Road No. 3 to include the service Lumber Company property* in the Waterfront area and to place several small parcels on the northern side of ~~Harbor Drive~~ Road No. 1 (near Sonoma and Monterey Streets) in the Commercial-Industrial area. Similarly, in the southern portion of Marinship, the line deviates to include the Whitney property and part of the Schoonmaker property in the ~~Commercial~~ Industrial area. These latter parcels are now developed with commercial and industrial uses and do not have direct access to the water.

2121 All streets should be improved to adequate standards to carry the character of traffic anticipated. In all cases curbs and gutters should be provided and sidewalks on at least one side of all streets. ~~With the anticipated development of a shopping center and apartment buildings, pedestrian traffic will become important.~~

Proposals for Individual Streets

2122 Street 3. This street should replace the present Gate 3 Road as the middle entrance of Marinship. It will provide a better intersection with Bridgeway, and will provide excellent access to ~~the proposed Shopping Center and~~ the Yacht Harbors. A 60' right-of-way with 40' pavement is proposed.

Street 6. This street is proposed as a continuous frontage road along Bridgeway to provide safe access to abutting properties and to protect the traffic carrying capacity of Bridgeway. Section 6a should be designed to permit parking on both sides. The primary function of this section is to give access and service to the abutting properties. Section 6b will be somewhat more important for general traffic circulation, ~~particularly if the contemplated shopping center is constructed.~~ Section 6c can be designed to accommodate parking on one side. A 60' right-of-way with 40' pavement is proposed.

Streets 7 and 8. These are secondary connections that will be necessary to serve the waterfront properties, ~~and the Shopping Center.~~ Construction of Street 7 should be coordinated with construction of a new drain to replace the two old pipes now in use. A 50' right-of-way with 34' pavement should be provided.

Parking

2123 ~~In addition to off-street parking provided to serve uses established within Marinship, a major parking facility should be established with connecting shuttle-transit to serve visitors to the Central Waterfront Area. If feasible, this facility should~~

6. Provide limited off-street parking strategically located and restricted in amount only to serve those permitted uses for which parking in close proximity is essential.

~~a. To serve the demands of tourists, provide additional parking in the Marinship area with frequent shuttle service connecting to the Central Waterfront Area.~~

7. Control vehicular traffic entry to Sausalito to minimize disruption of Sausalito as a residential community and within the Central Waterfront Area improve the circulation system to seperate pedestrian and vehicular traffic.

a. Provide for major access into the Central Waterfront Area from the north only.

b. Establish special traffic controls to operate when needed to minimize traffic flow into the Central Waterfront Area.

CIRCULATION ELEMENT

2257 The street system will be so arranged that most traffic from the south enters Sausalito from the north, i.e., the heavy traffic which now enters via Alexander Avenue will in the future enter the Manzanita Gateway. ~~or Rodeo Avenue~~. During periods of major flow into Sausalito, traffic would enter from the north along Bridgeway, which should be widened to four lanes to accommodate this traffic. ~~To minimize vehicular penetration into the Central Waterfront Area, a major parking facility would be provided in the Marinship Area and a shuttle system utilized to transport visitors to the~~

~~Waterfront Area. When parking in the Central Waterfront Area is full, vehicles proceeding south on Bridgeway would be redirected to the Marinship parking facility utilizing either a turning loop or a collector street through the Marinship Area. Traffic control devices located in the vicinity of the Marinship parking facility and at the turn-back would be required to carry out these proposals.~~

LAND USE AMENDMENTS

2103. Waterfront Area.

Uses in this area should be limited to the following and similar general types of uses consistent with the goals, objectives and functional organization of the General Plan:

The following marine-oriented uses: boat harbors, piers, wharves, and launching ramps; boat storage; boat sales, rental, building, repair and service; commercial and sport fishing facilities; wholesale and retail fish sales; marine equipment, sales, manufacture, service and repair; tax exempt yacht clubs; marine research laboratories; houseboats and land-based dwelling units (minimum 10,000 sq.ft. parcel area per dwelling unit) within the 4.7 acre area north of Gate 5 Road between Clipper Yacht Harbor and the Northern City limits. A terminal for a ferry or similar marine transportation should not be located in the waterfront area.

2104. Industrial Area.

Uses in this area should be limited to the following and similar general types of uses consistent with the goals, objectives and functional organization of the General Plan:

Non-polluting, low-intensity industrial uses, and the following uses compatible to an industrial area: warehousing; wholesale trade establishments; light manufacturing; offices; office and industrial service and supply; art and craft workshops (no retail sales); research and development laboratories; small-scale professional, trade and cultural schools; automobile, appliance and equipment repair and service; boat storage, sales, rental, building, repair and service; tax exempt yacht clubs; wholesale and retail fish sales; sales of frequently purchased household necessities like groceries, hardware and drugs, and, in addition, services for residents limited to an approximate 4 acre area south of Harbor Drive in the vicinity of and including the existing supermarket; employee eating establishments as an accessory use to an office or industrial establishment (independent eating establishments should be permitted only after review to determine need for such a facility to serve the needs of employees in the Marinship area and determination that the location and signing does not encourage use by persons outside of the Marinship area).

2245. Waterfront Commercial Area.

Uses in this area should be limited to the following and similar general types of uses consistent with the goals, objectives and functional organization of the General Plan:

Boat harbors, piers, wharves, and launching ramps; boat storage, sales, rental, building, repair and service; marine equipment, sales manufacturing, service and repair; yacht clubs; wholesale and retail fish sales; marine research laboratories; commercial and sports fishing facilities; offices; restaurants and service of alcoholic beverages as an accessory use to a restaurant. A terminal for a ferry or similar marine transportation should not be located in the Central Waterfront area.

EXHIBIT "B"

RESOLUTION NO. 2672

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAUSALITO AMENDING THE LAND USE ELEMENT OF THE SAUSALITO GENERAL PLAN BY CHANGING THE LAND USE INTENSITY CATEGORY OF CERTAIN LANDS FROM A "MEDIUM" DENSITY TO A "MEDIUM HIGH" DENSITY

WHEREAS, the Planning Commission of the City of Sausalito, after public hearings held in accordance with the requirements of the Planning and Zoning Law, has recommended that the Sausalito City Council amend the Sausalito General Plan as hereinafter set forth; and

WHEREAS, the Sausalito City Council in accordance with the Planning and Zoning Law has held public hearings on said recommendation:

NOW THEREFORE, it is hereby resolved, ordered and declared as follows:

1. The Land Use Element of the Sausalito General Plan is hereby amended by changing the land use intensity category of that certain area shown on Exhibit "A" attached hereto and incorporated herein by reference from "medium" density (5,000 to 10,000 square feet per dwelling unit) to "medium high" density (2,000 to 5,000 square feet per dwelling unit).

2. Part III of the Sausalito General Plan, consisting of the Plan Diagram is hereby amended to reflect the change in land use intensity category hereinabove set forth.

3. There shall be endorsed upon the Sausalito General Plan on file in the office of the City Clerk of the City of Sausalito a notation of the adoption of this resolution amending said General Plan.

PASSED AND ADOPTED at a meeting of the City Council of the City of Sausalito on the 1st day of February, 1977, by the following vote:

AYES: Councilmen: Bonnett, De Bruyn, Sweeny, Mayor Stanford

NOES: Councilmen: Autumn

ABSENT: Councilmen: None

Sally Stanford
MAYOR OF THE CITY OF SAUSALITO

ATTEST:

James F. Tracy
CITY CLERK